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THE  
RAILWAY CONDUCTORS'  
MONTHLY.

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VOLUME IV.

1887.

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CEDAR RAPIDS, IOWA.

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MINNEAPOLIS, Oct., 18, 1887.

BROTHERS:—I would like one hundred conductors to put in one hundred dollars each. We have a group of eighteen mines on Six Mile creek, in Park county, Montana. It is the first large gulch southeast of the famous Emigrant Gulch. They are ten miles from Fridley Station on the Park branch of the Northern Pacific railroad. We have a 70-foot tunnel in one of them—the “Western”; assay as follows: Four dollars and eighty cents per ton, gold; eighty-seven dollars and twenty cents per ton, silver, and forty-two and a half per cent lead. The others all show gold, silver and lead. There is nothing but a trail up to the mines now, and we want to build a road, which is about six miles; will cost between two and three thousand dollars, and we are in need of money. Any conductor in good standing, sending one hundred dollars, we will send them a receipt for two hundred shares of stock, ten dollars par value. We will send the stock as soon as we know what kind of machinery we need to work the ore and the cost of it. The one hundred conductors can have the option to buy what stock is placed on the market, so it will be exclusively controlled by conductors. There is four of us who own the mines—the two miners who discovered them, F. and M. McGuire—A. J. Edsall and myself. Mr. Edsall is Under Sheriff of Gallatin county, Montana; residence, Bozeman, Montana.

Non-assessable.

Yours in P. F.,

L. S. HOUGH,

Minneapolis Div. 117, Box, 44, Minneapolis, Minn.

☛ For information address address as above.

THE UNIVERSITY OF MINNESOTA, }  
CHEMICAL LABORATORY, }  
MINNEAPOLIS, Minn., Dec. 5, 1887. }

MR. L. S. HOUGH—*Dear Sir:* I hereby report to you the result of my analysis of two samples of ore that you left with me a few days ago to be assayed.

Samples to be assayed for gold and silver:

Gold, three and one-fifth oz. Troy per ton of ore. Silver, eight and two-fifths oz. Troy per ton of ore.

The gold valued at \$20.67 per oz.,	-	-	-	-	-	\$66.14
The silver valued at \$1.00 per oz.,	-	-	-	-	-	8.40

Total value of gold and silver per ton of ore,	-	-	-	\$74.54
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Samples to be assayed for gold, silver and lead:

Gold, one and three-fifths oz. Troy per ton of ore. Silver, twenty-five and one-fifth oz., Troy, per ton of ore.

The gold valued at \$20.67 per oz.,	-	-	-	-	-	\$33.07
The silver valued at \$1.00 per oz.,	-	-	-	-	-	25.20

Total value of gold and silver per ton of ore,	-	-	-	\$58.27
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Lead, 17.78 per cent.

Very Respectfully,

C. F. SIDENER,  
Instructor in Chemistry.

# SCRIBNER'S MAGAZINE.

## Prospectus for 1888.—Beautiful Christmas Number.

The holiday issue, now ready, is complete in itself, containing no serial matter. The cover is enriched by an ornamental border printed in gold. The price is as usual, 25 cents. It contains the most delightful stories, poems and essays by distinguished writers, and superb illustrations.

Among the important articles to appear during the year 1888 are the following—Send for prospectus:

**ROBERT LOUIS STEVENSON** will contribute regularly to each number during the year. He will write of many topics, old and new, and in a familiar and personal way, which will form new bonds of friendship between the author and his thousands of readers. In the first paper, entitled "A Chapter on Dreams," appearing in the January number, he relates incidentally, in connection with the general subject, some interesting facts concerning the origin of the now famous story "Strange Case of Dr. Jekyll and Mr. Hyde."

**RAILWAY ACCIDENTS**, by **W. S. CHAPLAIN**, will be the first of an especially important and interesting series of papers on railways, their administrations and construction, including great engineering feats, famous tunnels and passes, and, indeed, those branches of the subject which in this day engage the attention of the whole country. The illustrations which will accompany this series will be very elaborate, original, and beautiful. The authors and the titles of the future articles will be announced later.

**DR. D. A. SARGENT'S** papers on Physical Proportions and Physical Training will be continued by several of increasing interest, with as rich and unique illustration as those which have already appeared.

**ILLUSTRATED ARTICLES** of special interest will be those on the Campaign of Waterloo, by **JOHN C. ROPES**; on "The Man at Arms," by **E. H. BLASHFIELD**; two papers by **EDWARD L. WILSON**, illustrating results of recent Egyptian research; a further article by **WILLIAM F. APTHORP** on a subject connected with his recent contribution on Wagner, and many others of equal interest. **PROFESSOR SHALER'S** articles on the Surface of the Earth will be continued; and articles upon two of the most interesting groups of contemporary European writers will be accompanied by rich and novel portrait illustrations.

**ELECTRICITY** in its various applications as a motive power, **EXPLOSIVES**, etc., will be the subjects of another group of illustrated articles of equal practical interest, by leading authorities upon these topics.

**MENDELSSOHN'S LETTERS** written to his friend, Moscheles, at a peculiarly interesting time of his career, will furnish the substance of several articles of great interest to musical readers, which will be illustrated with portraits and drawings from Mendelssohn's own hand.

**THE FICTION** will be strong, not only in the work of well known writers, but in that of new authors, in securing whose co-operation the Magazine has been so fortunate during its first year of publication. A serial novel, entitled "First Harvests," by **FREDERIC J. STIMSON**, will be begun in the January number, and early in the year novelettes will be published by **HENRY JAMES** and **H. C. BUNNER**. The short stories are of noticeable strength and freshness.

**ILLUSTRATIONS**. The Magazine will show increased excellence in its illustrations. They will be more abundant and elaborate than ever. It is the intention of the publishers to represent the *best work of the leading artists*, and to promote and foster the most skillful methods of wood engraving.

**SPECIAL NOTICE**.—To enable readers to possess the Magazine from the first number (January, 1887), the following inducements are offered:

A year's subscription and the numbers for 1887,	\$4.50
A year's subscription and the numbers for 1887, bound in two volumes, cloth, gilt top,	6.00

\$3.00 A YEAR, 25 CENTS A NUMBER.

Remit by bank check or money order to

**CHARLES SCRIBNER'S SONS, New York.**

# THE RAILWAY CONDUCTORS'

## MONTHLY.

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Volume IV.

CHICAGO, ILL., JANUARY 1, 1887.

No. 1.

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*CALVIN S. WHEATON.*

The subject of this sketch was born in the town of Seneca, Ontario county, N. Y., on Dec. 4, 1846. His early life was spent on a farm.



*Calvin S. Wheaton*

When sixteen years of age, he commenced his apprenticeship under a Master Builder, and at nineteen was in full possession of his trade, which occupied his time until Nov. 30, 1871, when he entered the service of the Northern Central Railway Company, as brakeman; August 23, 1872, he was promoted to conductor, and served in that capacity, and that of yardmaster, until he left the service of the company in September, 1883. The only break in this period of service was in 1882, when he was offered a good position on the Missouri Pacific Railway, at St. Louis, Mo., whither he went, but in about a month, under a change of officers, he returned to active service with the old company.

Mr. Wheaton left the service of his company to accept the position, on salary, of Grand Chief Conductor of the Order of Railway Conductors, with a leave of absence, longer, we believe, than had ever before been granted any employe of the Pennsylvania Railroad Company; granted on account of his long and faithful service, and he to-day enjoys the confidence and respect of every member of the official staff of the company.

Mr. Wheaton was elected Grand Chief Conductor of the Order of Railway Conductors, at St. Louis, Mo., in October, 1880, and was re-elected at Buffalo, in October, 1881; again re-elected at St. Paul, in October, 1882, and at Kansas City, in October, 1883, was elected for a term of three years. When first elected to this important and honorable position, the Order numbered about 1,000 members, with forty Divisions, while to-day the membership is over 10,000, with 206 Divisions in good working condition. The unprecedented growth of the organization proves conclusively that he has been the "right man in the right place," and the several re-elections of Mr. W. show that his labors are appreciated, and he to-day stands at the head of one of the most powerful organizations of railway people in existence, honored and respected by all. During his incumbency, the Insurance Department has grown from less than 200 members to its present magnitude, and has paid during the past fifteen months the sum of \$90,000. The RAILWAY CONDUCTOR'S MONTHLY, which is in a flourishing condition, and is proving itself a necessity, as well as a source of profit, financially, to the Order, was established in 1884, with Mr. Wheaton as editor.

Bro. Wheaton is popular with his membership, the high or low, the old or young being each to him as "Brothers," and his gentlemanly demeanor and loyalty to principle has won the Order that he represents, the confidence of the railway managers of the country.

Bro. Wheaton in speaking of the success of the Order, says harmony and confidence, together with will and hard work, have won the fight.

Mr. Wheaton is a thorough, practical railway man, an eloquent speaker, and an able debater, and the Order is to be congratulated that it may count him as one among us.

Mr. Wheaton was married on July 9, 1876, to Miss Frankie L. Bowman, and his family consists of his wife and one daughter, Jessie, who at present resides at Elmira, N. Y.



*THE COLORED CHILD'S FUNERAL.*

I was walking in Savannah, past a church  
decayed and dim,  
When there slowly through the window  
came a plaintive funeral hymn;  
And a sympathy awakened, and a wonder  
quickly grew,  
Till I found myself environed in a little  
negro pew.

Out at front a colored couple sat in sorrow,  
nearly wild;  
On the altar was a coffin, in the coffin was  
a child;  
I could picture him when living—curly  
hair, protruding lip—  
And had seen perhaps a thousand in my  
hurried Southern trip.

But no baby ever rested in the soothing  
arms of death  
That had fanned more flames of sorrow  
with his little fluttering breath;  
And no funeral ever glistened with more  
sympathy profound,  
That was in the chain of teardrops that en-  
clasped those mourners round.

Rose a sad old colored preacher at the lit-  
tle wooden desk,  
With a manner grandly awkward, with a  
countenance grotesque,  
With simplicity and shrewdness on his  
Ethiopian face,  
With the ignorance and wisdom of a  
crushed, undying race.

And he said: "Now don't be weepin' for dis  
pretty bit o' clay,  
For de little boy who lived dere, he done  
gone an' run away!  
He was doin' very finely, an' he 'preciate  
your love,  
But his sure 'nuff Father want him in de  
large house above.

"Now He didn't give you dat baby, by a  
hundred thousand mile!  
He just think you need some sunshine, an'  
He lent it for awhile!

An' He let you keep an' love it till your  
hearts was bigger grown,  
An' dese silver tears you'r sheddin's just  
de interest on de loan.

"Here yer oder pretty chilrun!—don't be  
makin' it appear  
Dat your love got sort o' 'nopolized by dis  
little fellow here;  
Don't pile up too much your sorrow on  
deir little mental shelves,  
So's to kind o' set 'em wonderin' if dey're  
no account themselves!

"Just you think, you poor, dear mounahs,  
creepin' 'long o'er sorrow's way,  
What a blessed little picnic dis yer baby's  
got to-day!  
Your good faders and good moders crowd  
de little fellow round  
In de angel-tended garden of the Big Plai-  
tation Ground.

"An' dey ask him, 'Was your feet sore?' an'  
take off his little shoes.  
An' dey wash him, an' dey kiss him, an'  
dey say: 'Now what's de news?'  
An' de Lawd done cut his tongue loose;  
den de little fellow say:  
'All our folks down in de valley tries to  
keep de hebbeny way.'

"An' his eyes dey brightly sparkle at de  
pretty things he view;  
Den a tear come, an' he whisper: 'But I  
want my paryents, too!'  
But de Angel Chief Musician teach dat boy  
a little song;  
Says: 'If only dey be fait'ful, dey will  
soon be comin' long.'

"An' he'll get an education dat will proper-  
bly be worth  
Seberal times as much as any you could  
buy for him on earth;  
He'll be in de Lawd's big schoolhouse wid-  
out no contempt or fear;  
While dere's no end to de bad things might  
have happened to him here.

"So, my poah, dejected mounahs, let your  
hearts with Jesus rest.  
An' don't go to criticisin' dat ar One what  
knows de best!

He have sent us many comforts—He have  
right to take away—  
To de Lawd be praise an' glory now and  
forever! Let us pray."

—*Will Carleton in Harper's Weekly.*

### *SHE CAUGHT THE CON.*

It was night, almost midnight. Nature had shook her shoulders, dropped her day dress, kicked it into one corner, bundled her bangs, and sang herself to sleep.

Nature had done this; the narrator of this narrative had done nothing, but he had tried. For, and in consideration of all the glory and half the gate money, he had endeavored to stand three rounds in the awful Queensbury presence of Killemoff Shanley, the wonderful middle weight of the Salido Athletic Association, but had failed to stand, and was now headed for home with one eye on the city marshal—and the other on ice—as he rounded the corner and plowed down Main street, he saw the familiar form of a Fourth Division number taker planted in front of the fashionable millinery establishment of McComas & Co., near the postoffice. There he stood, silent and still, calm and unconscious, gazing into one of the windows where the flickering flashes of the subdued gaslight flitted with reckless familiarity over a phantom-like figure with a fairy face. It seemed for a time that her simple sweetness would kill him off; even as the loco kills the cow, but Charley is a man of marvelous unmedicated courage. The hours came and went, but the Con had come to stay. . . . .

It was morning.

The long hand of the town clock pointed to the hour of 5:55. In the following A.M.—ness the hilarious hoodlum had put away his paint; the constable and the cowboy had ceased to carmine; the happy housewife of the contented car hand had kindled the kitchen fire and crawled silently and softly back to the side of her sleeping husband. The grey dawn had forded the Atlantic, blew out the tallow torch on top of the Bartholdi business, crossed the plains, and had just sat down to rest on the snow-capped crest of the continent, when the still hushness was broken by the baritone voice of the night-caller, as he yelled: "Ha, there, Dufur, you're out on a special at 6:30. Where ye been all night? Looked the town over for you." The pale puncher of the pasteboard opened not his mouth. "Goin' to sign this call book," said the caller as he came nearer. "I'll never leave here till she comes out, never! There's intoxicating sweetness in her sad, seraphic face. There's—" "Come out of the current, you sucker," cried the caller, "that's a doll in that window. Don't you know a doll from a damsel?" As the ticket taker touched the pen, he softly said: Dam-sell. C. C. W.

*THE MAN WITH THE FLAIL.*

It carried the beholder back to thirty years ago when the threshing machine was heard only at rare intervals, and the honest farmer spread his golden stalks on the clean barn floor and flailed away with such tempered blows that not a kernel was broken. The man who had it sat down on one of the benches in the West Circus Park. The rare sight of such an article halted every pedestrian, and the poor man had to keep on explaining over and over:

"Well, I'll have beans to shell this fall, and I kinder thought 'twould be easier to flail 'em out. The hardware man told me he had to send clear to Vermont for it."

Pretty soon along came a gray-headed alderman, and when he saw that flail he looked ten years younger all at once.

"I handled that for over ten years," he said, as he picked it up and spit on his hands. "Seems like old times to get hold of this hickory again."

He stepped out one side to give the crowd an exhibition on the grass, and his success was great. At the second blow the flail end hesitated in mid-air, wobbled about, and finally came down with a whack on the patriot's head, making him see more stars than a winter's night ever brought out. He dropped the weapon with the remark that he was already ten minutes late in keeping an appointment, and he was rubbing his skull as far down the street as he could be seen.

The next man to try it was one who got off a passing car under the idea that a dog fight was in progress.

"A flail? ha! ha! Why, I haven't seen a flail since I was married," he chuckled as he reached for it. "I presume I have flailed a thousand bushels of wheat in my time. Boys, stand back."

The boys retreated, and the man lifted the flail on high and patted the grass vigorously.

"Yes, my stint used to be twenty bushels a day," he continued, "and though I said it myself—"

Something happened. He dropped the flail, seized his jaw, and danced off as if he had springs under him, and although a dozen voices asked him what hit him, he refused to tell.

By and by a third man came sailing along and when he saw the flail he remarked that his father had used one like it nearly all his life, and was called one of the smartest flailers in New Hampshire.

"Can't you use it?" inquired one of the crowd.

"Why of course. If you boys want to see how your fathers got their wheat to mill I'll show you. Here, Bub, hold my hat."

He buttoned his coat, moistened his hands, and began work. The first blow nearly broke a man's knee; the second cracked against a boy's elbow,

and at the third, the flailer grabbed the top of his head and sat down with a subdued look in the corners of his mouth. "Well, I guess I'll be jogging along," said the owner of the flail, as he rose up. "It's all in getting the kink of it. A fellow who makes twist and wobbles a special study won't get his head broke over twice a day, but a green hand might as well sit down under a brick kiln durin' a tornader. Day, gentlemen."—*Detroit Free Press*.

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### DEAR MEMENTOES.

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#### DR. TALMAGE ON SACRED HOME RELICS.

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[Printed by request.]

BROOKLYN, N. Y., Sept. 5.—The Rev. Dr. T. DeWitt Talmage's text to-day was I Samuel, xx, 18: "Thou shalt be missed, because thy seat will be empty." Following is the sermon in full:

Set on the table the cutlery and chased silverware of the palace, for King Saul will give a state dinner to-day. A distinguished place is kept at the table for his son-in-law, a celebrated warrior, David by name. The guests, jeweled and plumed, come in and take their places. When people are invited to a king's banquet they are very apt to go. But before the covers are lifted from the feast Saul looks around and finds a seat vacant at the table. He says within himself, or perhaps audibly: "What does this mean? Where is my son-in-law? Where is David, the great warrior? I invited him. I expected him. What! A vacant chair at a king's banquet!" The fact was that David the warrior had been seated for the last time at his father-in-law's table. The day before Jonathan had coaxed David to go and occupy that place at the table, saying to David in the words of the text: "Thou shalt be missed, because thy seat will be empty."

#### DEAR FAMILIAR POSSESSIONS.

The prediction was fulfilled. David was missed. His seat was empty. That one vacant chair spoke louder than all the occupied chairs at the banquet. In almost every house the articles of furniture take on a living personality. That picture—a stranger would not see anything remarkable either in its design or execution, but it is more to you than all the pictures of the Louvre and the Luxembourg. You remember who bought it and who admired it. And that hymn book—you remember who sang out of it. And that cradle—you remember who rocked it. And that Bible—you remember who read out of it. And that bed—you remember who slept in it. And that room—you remember who died in it. But there is nothing in all your house so eloquent and so mighty-voiced as the vacant chair. I suppose that before Saul and his guests got up from this banquet there was a great clatter of wine pitchers, but all the racket was drowned out by the voice that came up from the vacant chair at the table. Many have gazed and wept at John Quincy Adams' vacant chair in the House of Representatives, and at Mr. Wilson's vacant chair in the Vice-Presidency, and at Henry Clay's vacant chair in the American Senate, and at Prince Albert's vacant chair in Windsor Castle, and at Thiers' vacant chair in the councils of the French nation; but all these chairs are unimportant to you as compared with the vacant chairs in your own household. Have these chairs any lessons for you to learn? Are we any better men and women than when they first addressed us?

## THE FATHER'S VACANT CHAIR.

First, I point out to you the father's vacant chair. Old men always like to sit in the same place and in the same chair. They somehow feel more at home, and sometimes when you are in their place and they come into the room, you jump up suddenly and say: "Here, father, here's your chair." The probability is it is an arm chair, for he is not so strong as he once was, and he needs a little upholding. His hair is a little frosty, his gums are a little depressed, for in his early days there was not much dentistry. Perhaps a cane chair and old-fashioned apparel, for, though you may have suggested some improvement, father does not want any of your non-sense. Grandfather never had much admiration for new-fangled notions. I sat at the table of one of my parishioners in a former congregation; an aged man was at the table and his son was presiding, and the father somewhat abruptly addressed the son and said: "My son, don't now try to show off because the minister is here!" Your father never liked any new customs or manners; he preferred the old way of doing things, and he never looked so happy as when with his eyes closed he sat in the arm chair in the corner. From wrinkled brow to the tip of the slippers, what placidity! The waves of the past years of his life broke at the foot of that chair. Perhaps sometimes he was a little impatient, and sometimes told the same story twice; but over that old chair how many blessed memories hover! I hope you did not crowd that old chair, and that it did not get very much in the way. Sometimes the old man's chair gets very much in the way, especially if he has been so unwise as to make over all his property to his children with the understanding that they are to take care of him. I have seen in such cases children crowd the old man's chair to the door, and then crowd it clear into the street, and then crowd it into the poorhouse, and keep on crowding it until the old man fell out of it into the grave.

## IN THE HEART'S THRONE ROOM.

But your father's chair was a sacred place. The children used to climb up on the rungs of it for a good-night kiss, and the longer he staid the better you liked it. But that chair has been vacant now for some time. The furniture dealer would not give you fifty cents for it, but it is a throne of influence in your domestic circle. I saw in the French palace and in the throne room the chair that Napoleon used to occupy. It was a beautiful chair, but the most significant part of it was the letter "N." embroidered into the back of the chair in purple and gold. And your father's old chair sits in the throne room of your heart, and your affections have embroidered into the back of that chair, in purple and gold, the letter "F." Have all the prayers of that old chair been answered? Have all the counsels of that old chair been practised? Speak out, old arm chair! History tells us of an old man whose three sons were victors in the Olympic games, and when they came back, these three sons, with their garlands and put them on their father's brow, the old man was so rejoiced at the victories of his three children that he fell dead in their arms. And are you, O man, going to bring a wreath of joy and Christian usefulness and put it on your father's brow, or on the vacant chair, or on the memory of the one departed? Speak out, old arm chair! With reference to your father the words of my text have been fulfilled: "Thou shalt be missed because thy seat will be empty."

## WHERE THE MOTHER ROCKED.

Second—I go a little further on in your house and I find the mother's chair. It is very apt to be a rocking chair. She has so many cares and troubles to soothe that it must have rockers. I remember it well. It was an old chair, and the rockers were almost worn out, for I was the youngest and the chair had rocked the whole family. It made a creaking noise as it moved, but there was music in the sound. It was just high enough to allow us children to put our heads into her lap. That was the bank where we

deposited all our hurts and worries. Oh, what a chair that was! It was different from the father's chair; it was entirely different. You ask me how? I cannot tell, but we all felt it was different. Perhaps there was about this chair more gentleness, more tenderness, more grief when we had done wrong. When we were wayward father scolded, but mother cried. It was a very wakeful chair. In the sick days of children other chairs could not keep awake; that chair always kept awake—kept easily awake. That chair knew all the old lullabies and all those wordless songs which mothers sing to their sick children—songs in which all pity and compassion and sympathetic influences are combined. That old chair has stopped rocking for a good many years. It may be set up in the loft or the garret, but it holds a queenly power yet.

#### POWER OF THE OLD CHAIR.

When at midnight you went into that grog shop to get that intoxicating draught, did you not hear a voice that said: "My son, why go in there?" And louder than the boisterous encore of the place of wicked amusement, a voice saying: "My son, what do you here?" And when you went into the house of sin, a voice saying: "What would your mother do if she knew you were here?"

And you were provoked with yourself, and you charged yourself with superstition and fanaticism, and your head got hot with your own thoughts, and you went home and you went to bed, and no sooner had you touched a pillow than a voice said: "What a prayerless pillow! Man, what is the matter?" This: You are too near your mother's rocking chair. "O, pshaw!" you say. "There is nothing in that. I'm 500 miles off from where I was born. I'm 3,000 miles off from the church whose bell was the first music I ever heard." I cannot help that; you are too near your mother's rocking chair. "Oh," you say, "there can't be anything in that; that chair has been vacant a great while." I cannot help that; it is all the mightier for that; it is omnipotent, that vacant mother's chair. It whispers; it speaks; it weeps; it carols; it mourns; it prays; it warns; it thunders. A young man went off and broke his mother's heart, and while he was away from home his mother died, and the telegraph brought the son, and he came into the room where she lay, and looked upon her face, and he cried out, "O, mother, mother, what your life could not do your death shall effect. This moment I give my heart to God." And he kept his promise. Another victory for the vacant chair. With reference to your mother the words of my text were fulfilled: "Thou shalt be missed, because thy seat will be empty."

#### THE PROUDEST MOMENT OF LIFE.

Some one said to a Grecian general: "What was the proudest moment in your life?" He thought a moment and said: "The proudest moment in my life was when I sent word home to my parents that I had gained the victory." And the proudest and most brilliant moment in your life will be the moment when you can send word to your parents that you have conquered your evil habits by the grace of God, and become eternal victor. Oh, despise not parental anxiety! The time will come when you will have neither father nor mother, and you will go around the place where they used to watch you, and find them gone from the house, and gone from the field, and gone from the neighborhood. Cry as loud for forgiveness as you may over the mound in the churchyard, they will not answer. Dead! Dead! And then you will take out the white lock of hair that was cut from your mother's brow just before they buried her, and you will take the cane with which your father used to walk, and you will think and think and wish that you had done just as they had wanted you to, and would give the world if you had never thrust a pang through their dear old hearts. God pity the young man who has brought disgrace on his father's name! God pity the young man who has broken his mother's heart! Better if he had never been born; better if in the first hour of his life instead of being laid against the warm bosom of maternal tenderness, he had been

coffined and sepulchered. There is no balm powerful enough to heal the heart of one who has brought parents to a sorrowful grave, and who wanders about through the dismal cemetery, rending the hair and wringing the hands, and crying: "Mother! Mother!" O, that to-day, by all the memories of the past, and by all the hopes of the future, you would yield your heart to God! May your father's God and your mother's God be your God forever.

#### THE INVALID CHAIR'S LESSON.

Third—I go on a little further. I come to the invalid's chair. What? How long have you been sick?

"Oh, I have been sick ten, twenty, thirty years."

Is it possible? What a story of endurance! There are in many families of my congregation these invalid chairs. The occupants of them think they are doing no good in the world; but that invalid's chair is the mighty pulpit from which they have been preaching all these years. Trust in God. One day, on an island just off from Sandusky, Ohio, I preached, and there was a great throng of people there; but the throng did not impress me so much as the spectacle of just one face—the face of an invalid who was wheeled in on her chair. I said to her afterward: "Madam, how long have you been prostrated?" For she was lying flat in the chair. "O," she replied, "I have been this way fifteen years." I said: "Do you suffer very much?" "O, yes," she said, "I suffer very much; I suffer all the time. Part of the time I was blind. I always suffer." "Well, I said, "can you keep your courage up?" "O, yes," she said, "I am happy, very happy, indeed." Her face showed it. She looked the happiest of any one on the ground. O, what a means of grace to the world, these invalid chairs!

On that field of human suffering the grace of God gets its victory. Edward Payson, the invalid, and Richard Baxter, the invalid, and Robert Hall, the invalid, and the ten thousand of whom the world has never heard, but of whom all heaven is cognizant. The most conspicuous thing on earth for God's eye and the eye of angels to rest on is not a throne of earthly power, but it is the invalid's chair. O, these men and women who are always suffering; but never complaining—these victims of spinal disease, and neuralgic torture, and rheumatic excruciation—will answer to the roll call of the martyrs, and rise to the martyrs' throne, and will wave the martyrs' palm.

#### ALWAYS PREACHING SUBMISSION.

But when one of these invalids' chairs become vacant, how suggestive it is! No more bolstering up of the weary head. No more changing from side to side, to get an easy position. No more use of the bandage and the cataplasm and the prescription. That invalid's chair may be folded up or taken apart or set away, but it will never lose its queenly power; it will always preach of trust in God and cheerful submission. Suffering all ended now. With respect to that invalid the words of my text have been fulfilled: "Thou shalt be missed, because thy seat will be empty."

Fourth—I pass on and I find one more vacant chair. It is a high chair. It is the child's chair. If that chair be occupied, I think it is the most potent chair in all the household. All the chairs wait on it; all the chairs are turned toward it. It means more than David's chair at Saul's banquet. At any rate, it makes more racket. That is a strange house that can be dull with a child in it. How that child breaks up the hard worldliness of the place, and keeps you young to 60, 70 and 80 years of age. If you have no child of your own, adopt one; it will open heaven to your soul. It will pay its way. Its crowing in the morning will give the day a cheerful starting, and its glee at night will give the day a cheerful close. You do not like children? Then you had better stay out of heaven, for there are so many there they would fairly make you crazy. Only about 500,000,000 of them! The old crusty disciples told the mothers to keep the children away from Christ. "You bother Him," they said; "you trouble the Master." Trouble him! He has filled heaven with that kind of trouble.

## STRENGTH OF A CHILD'S VOICE.

A pioneer in California says that for the first year or two after his residence in Sierra Nevada county there was not a single child in all the reach of a hundred miles. But the Fourth of July came, and the miners were gathered together and they were celebrating the Fourth with oration and poem and a boisterous brass band, and while the band was playing an infant's voice was heard crying, and all the miners were startled, and the swarthy men began to think of their homes on the Eastern coast, and of their wives and children far away, and their hearts were filled with homesickness as they heard the babe cry. But the music went on, and the child cried louder and louder, and the brass band played louder and louder, trying to drown out the infantile interruption, when a swarthy miner, the tears running down his face, got up and shook his fist and said: "Stop that noisy band and give the baby a chance!" O, there was pathos in it as well as good cheer in it! There is nothing to arouse, and melt, and subdue the soul like a child's voice.

But when it goes away from you the high chair becomes a higher chair, and there is desolation all about you. In three-fourths of the homes of my congregation there is a vacant high chair. Somehow you never get over it. There is no one to put to bed at night, no one to ask strange questions about God and heaven. O, what is the use of that high chair? It is to call you higher. What a drawing upward it is to have children in heaven! And then it is such a preventive against sin. If a father is going away into sin he leaves his living children with their mother; but if a father is going away into sin, what is he going to do with his dead children floating about him and hovering over his every wayward step? O, speak out, vacant high chair, and say: "Father, come back from sin; mother, come back from worldliness. I am watching you. I am waiting for you." With respect to your child the words of my text have been fulfilled: "Thou shalt be missed, because thy seat will be empty."

## VOICES CALLING TO HEAVEN.

My hearers, I have gathered up the voices of your departed friends and tried to intone them into one invitation upward. I set in array all the vacant chairs of your homes and of your social circle, and I bid them cry out: "Time is short. Eternity is near. Take my Saviour. Be at peace with my God. Come up where I am. We lived together on earth; come, let us live together in heaven." We answer that invitation. We come. Keep a seat for us, as Saul kept a seat for David; but that seat shall not be empty. When we are all through with this world and we have shaken hands all around for the last time, and all our chairs in the home circle and in the outside world shall be vacant, may we be worshipping God in that place from which we shall go out no more forever. I thank God there will be no vacant chairs in heaven.

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*HOW "RUBY" PLAYED.*

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MUSIC MOST EXTRAORDINARY—JUD BROWNIN'S ACCOUNT OF RUBINSTEIN'S PLAYING.

"Jud, they say you heard Rubinstein play when you were in New York?"

"I did, in the cool."

"Well, tell us about it."

"What! me? I might as well tell you about the creation of the world."

"Come, now, no mock modesty. Go ahead."

"Well, sir, he had the blamedest, biggest, catty-cornedest pianner you ever laid eyes on; something like a distracted billiard table on three legs. The lid was hoisted, and



mighty well it was. If it hadn't been, he'd a tore the entire insides clean out, and scattered 'em to the four winds of heaven."

"Played well, did he?"

"You bet he did; but don't interrupt me. When he first sit down he 'peared to keer mighty little 'bout playin', and wisht he hadn't come. He tweedle-leeded a little on the treble, and twoodle-oodled some on the bass—just foolin' and boxin' the thing's jaws for bein' in his way. And I says to a man settin' next to me, s'I: 'What sort of fool playin' is that?' And he says: 'Heish!' But presently his hands commenced chasin' one another up and down the keys, like a passel of rats scamperin' through a garret very swift. Part of it was sweet, though, and reminded me of a sugar squirrel turnin' the wheel of a candy cage.

"Now," I says to my neighbor, 'he's showin' off. He thinks he's a doin' of it, but he ain't got no idee, no plan of nothin'. If he'd play me a tune of some kind or other, I'd—'

"But my neighbor says, 'Heish!' very impatient.

"I was just about to git up and go home, bein' tired of that foolishness, when I heard a little bird waking up away off in the woods, and call sleepy-like to his mate, and I looked up and see that Rubin was beginnin' to take some interest in his business, and sit down again. It was the peep of day. The light came faint from the east, the breezes blowed gentle and fresh, some more birds waked up in the orchard, then some more in the trees near the house, and all began singin' together. People began to stir, and the gal opened the shutters. Just then the first beam of the sun fell upon the blossoms a leetle more, and it techt the roses on the bushes, and the next thing it was broad day; the sun fairly blazed, the birds sung like they'd split their little throats; all the leaves was movin' and flashin' diamonds of dew, and the whole wide world was bright and happy as a king. Seemed to me like there was a good breakfast in every house in the land and not a sick child or woman anywhere. It was a one mornin'.

"And I says to my neighbor: 'That's music, that is.'

"But he glar'd at me like he'd like to cut my throat.

"Presently the wind turned; it begun to thicken up, and a kind of gray mist came over things. I got low-spirited directly. Then a silver rain began to fall. I could see the drops touch the ground; some flashed up like long pearl earrings, and the rest rolled away like round rubies. It was pretty but melancholy. Then the pearls gathered themselves into long strands and necklaces, and then they melted into thin silver streams running between golden gravel, and then the streams joined each other at the bottom of the hill, and made a brook that flowed silent, except that you could kinder see the music, specially when the bushes on the banks moved; as the music went along down the valley, I could smell the flowers in the meadow. But the sun didn't shine, nor the birds sing—it was a foggy day but not cold.

"The most curious thing was the little white angel-boy, like you see in pictures, that run ahead of the music brook and let it on, away out of the world, where no man ever was certain. I could see that boy just as plain as I see you. Then the moonlight came, without any sunset, and shone on the graveyards, where some few ghosts lifted their hands and went over the wall, and between the black, sharp-top trees splendid marble houses rose up, with fine ladies in the lit-up windows, and men that loved 'em, but could never get a nigh 'em, and played on guitars under the trees, and made me that miserable I could have cried, because I wanted to love somebody, I don't know who, better than the men with the guitars did.

"Then the sun went down—it got dark, the wind moaned and wept like a lost child or its dead mother, and I could a got up then and there and preached a better sermon than I ever listened to. There wasn't a thing in the world left to live for, not a blame thing, and yet I didn't want the music to stop one bit. It was happier to be miserable

than to be happy without being miserable. I couldn't understand it. I hung my head and pulled out my handkerchief, and blew my nose loud to keep from cryin'. My eyes is weak any way; I didn't want anybody to be a gazin' at me a snivelin', and it's nobody's business what I do with my nose. It's mine. But some several glared at me as mad as blazes. Then, all of a sudden, old Rubin changed his tune. He ripped out and he rar'd, he tipped and tar'd, he pranced and he charged like the grand entry at a circus. 'Peared to me that all the gas in the house was turned on at once, things got so bright, and I hilt up my face, ready to look any man in the face, and not afraid of nothin'. It was a circus and a brass band, and a big ball all going on at the same time. He lit into them keys like a thousand of brick; he give 'em no rest, day or night; he set every liven joint in me a goin', and not bein' able to stand it no longer, I jumped, sprang out of my seat, and jest hollered:

"*Go it, my Rube!*"

"Every blamed man, woman and child in the house riz on me, and shouted:

"Put him out! Put him out!"

"Put your grandmother's grizzly gray greenish cat into the middle of next month!" I says. 'Tech me if you dare! I paid my money, and you jest come a-nigh me.'

"With that some several policemen ran up, and I had to simmer down. But I would have hit any fool that laid hands on me, for I was bound to hear Ruby out or die.

"He had changed his tune again. He hop-light ladies, and tiptoed fine from eend to eend of the key-board. He played soft, and low, and solemn. I heard the church bells over the hills. The candles of heaven was lit, one by one; I saw the stars rise. The great organ of eternity began to play from the world's end to the world's end, and all the angels went to prayers. \* \* \* Then the music changed to water, full of feeling that couldn't be thought, and began to drop—drip, drop, drip, drop—clear and sweet, like tears of joy falling into a lake of glory. It was sweeter than that. It was as sweet as a sweet-heart sweetened with white sugar, mixt with powdered silver and seed diamonds. It was too sweet. I tell you the audience cheered. Rubin, he kinder bowed, like he wanted to say, 'Much obleeged, but I'd rather you wouldn't interrupt' me.'

"He stopt a moment of two to ketch breath. Then he got mad. He run his fingers through his hair, he shoved up his sleeve, he opened his coat tails a leetle further, he drug up his stool, he leaned over, and, sir, he just went for that old pianner. He slapt her face, he boxed her jaws, he pulled her nose, he pinched her ears, and he scratched her cheeks until she fairly yelled. He knockt her down and he stampt on her shameful. She bellowed like a bull, she bleated like a calf, she howled like a hound, she squealed like a pig, she shrieked like a rat, and then he wouldn't let her up. He run a quarter stretch down the low grounds of the bass, till he got clean in the bowels of the earth, and you heard thunder galloping after thunder, thro' the hollows and caves of perdition; and then he fox-chased his right hand with his left till he got way out of the treble into the clouds, whar the notes was finer than the pints of cambric needles, and you couldn't hear nothin' but the shadders of 'em. And then he wouldn't let the old pianner go. He for'ard two'd, he crost over first gentleman, he chassade right and left, back to your places, he all hands'd aroun', ladies to the right, promenade all, in and out, here and there, back and forth, up and down, perpetual motion, double twisted, and turned, and tacked, and tangled into forty-eleven thousand double bow knots.

"By jinks! It was a mixtery. And then he wouldn't let the old pianner go. He fecht up his right wing, he fecht up his left wing, he fecht up his center, he fecht up his reserves. He fired by file, he fired by platoons, by company, by regiments and by brigades. He opened his cannon—siege guns down thar, Napoleons here, twelve-pounders yonder—big guns, little guns, middle-sized guns, round shot, shells, shrapnels, grape, canister, mortar, mines and magazines—every livin' battery and bomb goin' at the same time. The houses trembled, the lights danced, the walls shuk, the floor come up, the

ceiling come down, the sky split, the ground rokt—heavens and earth, creation, sweet potatoes, Moses, ninepences, glory, tenpenny nails, Samson in a simmon tree, Tump Thompson in a tumble cart, roodle-oodle-oodle-oodle—ruddle-uddle-uddle-uddle—raddle-addle-addle-addle—riddle iddle-iddle-iddle—reedle-eedle-eedle-eedle—p-r-r-lank! Bang!! Lang!! Perlang!—p-r-r-r-r-r! Bang!!!

“With that bang! he lifted himself bedily into the air, and he came down with his knees, his ten fingers, his ten toes, his elbows and his nose, striking every single solitary key on the pianner at the same time. The thing busted and went off into seventeen hundred and fifty-seven thousand five hundred and forty-two hemi-demi-semi quivers, and I know’d no mo’.

“When I come down, I were under ground about forty feet, in a place they call Oyster Bay, treatin’ a Yankee that I never laid eyes on before, and never expect to agin.

“Day was breakin’ by the time I got to the St. Nicholas Hotel, and I pledge you my word I did not know my name. The man asked me the number of my room, and I told him, ‘Hot music on the half-shell for two!’”

### *JIM TOLAND O' VEGAS.*

Last evening about 7 o'clock a man swaggered into a fashionable restaurant on Sixth street, and seating himself at a table, shouted to a waiter: “Gimme a steak and smother it with onions. I want to eat.” The man wore a broad-brimmed white slouch hat, a red woolen shirt, brown canvas trousers, and a great woolen knit comforter around his neck. He sat at the table with his hat on, and from his unsteady, swaying figure it was quite clear that the gentleman had made frequent halts on his way from the Union Depot. “Gimme a steak; d’y’e hear?” he shouted to the reluctant waiter, “and I don’t want to wait till its druv in on the hoof neither; d’y’e understand? And I want them onions brown; d’y’e understand?”

“Shall I take your hat, sir?” asked the waiter.

“Naw, yon needn’t take my hat. Safest place for my hat is on my head. Gimme that steak quick. Mebbe yer don’t know who I am. I’m Jim Toland o’ Vegas, and Jim Toland’s allers heeled; d’y’e understand?”

Here the waiter retired; but at a sign from the proprietor went to the counter. Then he again approached Mr. Toland “o’ Vegas.”

“Price of a steak and onions is \$1.50, sir, in this house—the proprietor says,” added the waiter hesitatingly.

“Damficare what it is,” said the gentleman from New Mexico. “Gimme it d— quick. My name is Jim Toland o’ Vegas, an’ if that grub ain’t here d— soon there’ll be music in this shebang. You hear me a talkin’ to you. Jim Toland’s allers heeled—you mind?”

“What’s the matter here?” asked the stalwart proprietor, as he advanced quietly toward the table. “What’s all this noise about? And if you want a meal in this house you must take off your hat. We don’t allow people to sit at our tables with their hats on.”

Mr. Toland “o’ Vegas” seemed paralyzed with astonishment at such a demand. He glared at the proprietor, and then sneeringly asked: “Who’nell are you?”

“I’m the proprietor of this place,” was the reply, “and I want you to behave yourself or get out. Fact is, I want you to get out anyhow. You’re not our kind of customer. Never mind that order, waiter. Here, you (to the gentleman from Las Vegas), leave.”

At this point Mr. Toland lowered his voice, and with the look of one who was about to impart a dumfounding secret he leaned on the table, and said: “I say, mister, you don’t seem to know who I am. I’m Jim Toland o’ Vegas, an’ I allers go heeled. I come up here with a car-load o’ steers, and I’m on a h— of a time. You musn’t fool with Jim Toland, mister, or I’ll cut your ears off an’ plaster ’em agin the wall; d’y’e un-

derstand? Walter, gimme that steak. I'd like to see the hash-slinger as 'ill give cheek to Jim Toland. Here, you," to the thoroughly scared waiter, "gimme that——." In the flash of an eye the chair came out from under the gentleman, and something struck the floor with a "dull thud." It was Mr. Toland o' Vegas. The same instant the stalwart proprietor had him by the collar with a vise-like grip. "Open the door," he said to a waiter, "we'll dispose of this fellow mighty quick." The gentleman from Vegas tried to struggle, but the steel grip and twist choked him and nearly started his eyeballs. Once in the door the proprietor lifted his right foot, and with one mighty effort he planted a No. 10 boot with the force of a pile-driver where it would do the most good, and Mr. Toland came down on the sidewalk with a jar that made the gas-lamps jingle. While the gentleman from Vegas was gathering his scattered senses it seemed to his dazed vision as if all the stars in the firmament had concentrated into one mighty comet, and that that comet had in the neighborhood of seventeen tails. When Mr. Toland recovered himself he still proclaimed that he was "heeled," but had forgotten about his beefsteak and onions.—*St. Louis Globe-Dem.*

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### ADVICE TO YOUNG MEN.

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So you have got yourself into trouble, my son? Gone a little wrong, have you? Well, that means that you know that you have gone clear wrong, because there is only one kind of wrong; there is no mugwumpery in morals, my boy. And you've had such a hard time getting back that it's made you a little bitter and cynical, and you think all the world is rather hard, and selfish, and pitiless, and especially severe on you! Well, I wouldn't feel that way at all if I were you. I don't think I ever did feel that way, and I know more about it than you do. I've been further down on the Jericho road than you. Went down there to let my beard grow. Great town for toots, from away back. It's a bad country. Never heard of but one good woman in Jericho, and she didn't move in good society. But, my son, it isn't society's fault that you got into trouble. You knew what the Jericho road was before you went down that way. You knew there was a curse on the town. You were safe enough in Jerusalem. Why didn't you stay there? Don't feel bitterly toward the world because you fell among thieves and got cleaned out. It is a kind, good natured, forgiving old world, if you give it a chance to be forgiving. True, it doesn't always look that way to a fellow in trouble, because then the fellow is apt to look at the wrong people. You found on the Jericho road, say, six or eight thieves—that is, half a dozen professionals and two amateurs who passed by on the other side—and only one Good Samaritan; and naturally it seemed to you that the heaven of good is utterly lost in that great mass of rascality and hypocrisy; but bless you, my son, in the great, honest living world; in the world that is trying to do right, and trying to lead men to better things than Jericho excursions; in the only world that really loves and cares for just such young fellows as you; in the real world of men and women who deal with the young man all the more gently when his smarting wounds are deepest, the Good Samaritan outweighs a regiment of these villains who beat you, and robbed you, and passed you by on the road to Jericho. Never mind the priest and Levite, my son. They were going down to Jericho too, you remember; that's the kind of priests they were. And one closing word, my son. Unless you are smarter and stronger than the thieves down Jericho way—and I guess maybe you are not; very few men are—why, you keep off that road. You stay in Jerusalem, and you'll have more money and less headache.—*R. J. Burdette.*

## LADIES' LITERATURE.

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Opinions and items of interest to women are invited for this column.  
Articles and correspondence must be brief and to the point. Address, "Ladies Literature," RAIL  
WAY CONDUCTOR'S MONTHLY, Room 46, 115 Dearborn Street.

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### REBUKED.

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Once, on a summer day,  
Far from the beaten way,  
Some fairy bade me stray—  
Cupid, mayhap.  
Under a leafy tree  
Whom should I chance to see,  
Whom, but my Rosalie,  
Taking a nap?

There in a lovely nook,  
Screened from intruder's look,  
Near her neglected book,  
Slumbering she lay.  
What could a fellow do?

Tell me, sir, wouldn't you  
Kneel and take one or two  
Kisses away?

Ah, but I broke the spell!  
Opened her eyes and—well,  
Could I do else than tell  
How it was broke?  
Humbly for grace I plead;  
Sternly she shook her head;  
"Couldn't you wait," she said,  
"Till I awoke?"  
—*Harvard Advocate.*

—She kissed her pug—with haste arose  
And reined upon that creature's nose  
A storm of osculations sweet.  
The dude reclining at her feet  
Remarked as he looked sideways up:

"I wish that I'd been born a pup."  
Then, smiling coldly from her throne,  
She said: "And were you born full  
grown?"

—*Exchange.*

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For the MONTHLY.

### "THE CAPTAIN'S SWEETHEART."

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With a long shrill whistle the train pulled up to the little station of B., and Jim D., the conductor, very tired and hot, proceeded to gather up the belongings of the old lady who with her two sleepy children were to get off here. After much shaking of the aforesaid little sufferers, he at last gets the old lady, the very shabby black bag, the large, well-packed basket, the band-box and bundle and the squalling children safely on the platform. "All aboard" he shouts, and swinging himself up, he goes eagerly to the other side for a hasty peep at his little sweetheart. Yes, there she stands, waving her hand to him from the white cottage nestled among the trees. His bright, brown eyed little Bertie, his wife that is to be, "When the robins nest again." No wonder the boys all envy him, so pretty she looks now, but the brakeman (well for the passengers who are to make connection) here gives the bell cord a jerk, and the train goes whirling around the

bend. "Captain, I think this is for you," and Capt. Jim receives a neat little basket covered with a snowy napkin, and with a little three cornered note pinned on top, directed to Capt. Jim D., in the firm, round letters he has learned to know so well. Yes, it is from Bertie; who but Bertie could make such cake, could send such downy peaches, such luscious grapes, and then the note, with a little tender word put in every now and then, and with at last a postscript which, woman-like, contains the reason why she writes it. "Dear old Jim," she writes, "I am nearly crazy to go up to see aunt Bettie. The weather is so warm now that mother is afraid I am going to get sick, so she wants me to go up to see aunt Bettie, who, you know, lives in the mountains near J. G. station. Now I want you, like a real good boy, to let me know when you go up next, and mother wants to know if you will take charge of such a troublesome little girl as 'your little sweetheart.'" Of course he will, and Capt. Jim lights a cigar and falls into a pleasant dream (of when he has finished paying for the little cottage, which he hopes soon to hear Bertie call home) until the next station is reached, when he has to go through the train again to answer the thousand and one questions put to him by impatient travelers. The weeks have passed rapidly by, and Bertie is still in the mountains, where she is now having anything but a gay time, for it has been raining for three days, and it bids fair to be another flood from the way it is falling, still. Poor Capt. Jim, who has spent the last Sunday (so long looked forward to, because of a promised visit to see Bertie) in transferring tired passengers over a large washout on the road, goes through to-night with a special train to take the president of the road and his family. He will pass the station near which his little sweetheart is staying, and if it is not too late when he passes she will be down at the depot to see him, for he has telegraphed her that he is on his way up.

It has stopped raining now, but large masses of dark lurid clouds are chasing each other over a very pale, watery moon. Onward rushes the belated train through the darkness, now through vast fields of corn laid waste by the angry waters, now through tunnel and over bridges, never out of hearing of the rushing river. Capt. Jim, sitting at a window, looks anxiously out, for the road is still far from being entirely safe. They are nearing J. G. station now, and a wave of tenderness passes through the young man's heart, as he pictures his little sweetheart waiting for him, waiting only to get a wave of the hand, for the train is not to stop. A mile ahead there is a bridge to cross over a turbid mountain stream, and then he will see his bonny Bertie. "Captain, is the bridge ahead entirely safe?" and the great railroad official rests his hand on the broad shoulder next him. Capt. Jim leans far out of the window, and tries to penetrate the thick darkness. Great heavens! what is that he sees like the eye of some wild beast? Why is it being waved so frantically? It is a red light,—there is danger ahead,

and grasping the bell-rope, he gives the signal to stop, and then puts on the brakes. Another moment he is standing on the ground holding a slender little figure in his arms, while the red lantern lies unheeded at his feet. It is his little sweetheart who has saved them. His darling little Bertie, who between her sobs, now tells him all. How she crossed the shaking bridge that the stoutest men had refused to venture over, and how she had just reached this side with her precious red light, when with an awful crash the whole mass of timbers had been swept away. Oh! how proud Capt. Jim is of his little sweetheart, and how they all crowd around and thank her, and how the brave little woman (now that all danger is over) laughs one moment and cries the next, and is finally carried to the car by her handsome boy, as she calls him.

\* \* \* \* \*

A year has passed since then, and Capt. Jim and his little wife live in the cosy little cottage now, and among her other duties Bertie has to rock the cradle very often, for it contains a big brown-eyed baby boy, named after the president whose life she saved that memorable night.

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### PICKING UP CHIPS.

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Now Susan at the wood pile,  
 With rosy cheeks and lips;  
 And with her pretty apron on,  
 Was picking up some chips.  
 Jake came along and halting,  
 And lifting up his hat,  
 And growing quite familiar,  
 They both began to chat.  
 As Susan there was standing with  
 Her apron full of chips,  
 He seized the happy moment,  
 And kissed her rosy lips,

She threw her hands up to her face,  
 Repelling the assault;  
 And spilled her chips, but only said:  
 "Now, Jake, that was your fault."  
 Jake threw his hands above his head,  
 Took to his heels to run,  
 And looked for dogs, or squirrel shot  
 Fired from her daddy's gun.  
 But Susan turned and softly said,  
 (The best of things to make),  
 "I'm picking up the chips right here,  
 Most every morning, Jake."

—*The Baltimorean.*

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"Don't be a fool, my dear," remonstrated a husband to his wife, who was using her tongue freely. "I won't, Mr. Jenkins—I won't," she answered; people wouldn't know us apart if I did." He went right down town.—*Merchant Traveler.*

## EDITORIAL.

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The MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

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### *LOOK OUT FOR HIM.*

A brother writes us from Trenton, Mo., that A. Decker, who succeeded in imposing on many, on the strength of stolen letters, as a brother of the writer, is now traveling under the name of Kent, or Kemp. He was arrested in St. Joseph some few months ago, and most of his stolen plunder taken from him, though he escaped punishment on some technicality, and it is believed that he has nothing now with which to back up a claim to be N. E. Daniels, so he probably will not dare assume that character, but he should be looked after "just the same." He now has several letters purporting to be from trainmasters and superintendents certifying that he has been employed as both freight and passenger conductor. These letters are probably either forged or stolen. He was at Eldon, Iowa, during the first of December, on his way West to look after "his big stock farm in Kansas."

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### *A TRIFLE LATE, BUT SURE TO "GET THERE."*

About a year ago, as nearly every one who has heard of a railway train knows, the famous Relief of the Pennsylvania R. R. Co. was promulgated, and the announcement made that it would go into operation Feb. 1, 1886. The scheme as proposed being virtually compulsory, it met with so much opposition from the employes, that it was radically modified, the compulsory feature stricken out, and since that it has prospered having been in successful operation about nine months. The *Railroad Reporter* of Council Bluffs, publishes in its issue for Dec. 11, President Roberts' circular of a year ago, and gravely announces that the "Relief" which was fully discussed in the MONTHLY of February, March and April last, will go into operation Feb. 1. The *Reporter* should have pay for overtime.

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### *NOT A STRIKE.*

"The freight conductors on the entire line of the Louisville, New Albany & Chicago road, went on a strike Monday, demanding an advance in pay of from 2½ to 3 cents per mile and allowance for lost time, which the management refused. Freight trains from one end of the road to the other are tied up."

The above from the *Railroad Reporter* of Council Bluffs, Ia., is about as near correct as that paper usually gets. The freight conductors on the L., N. A. & C. Ry. did not strike, though the press, with so far as we have noticed, a single exception, published the matter as a strike. The *Tribune* of this city gave a fair account.



The whole facts in the case are as follows: Sometime about a year and a half ago the freight conductors on the L., N. A. & C., submitted a request for adjustment of the rate of pay. In reply to this Mr. Woodward requested them to send a committee to Chicago to talk the matter over with him, and requested them to come prepared to present to him the rates paid on all roads entering Chicago, and gave them but three days to provide this committee and procure the knowledge in regard to wages on other roads. Thinking the time too short to accomplish this, they decided not to undertake it, but instead, wrote Mr. Woodward that they did not think they could prepare themselves in the time allowed, but that they would leave the whole matter with him, and unanimously pledged themselves to accept without complaint, whatever he should decide was just. To this they never received a reply. After talking the matter over, those of them who were members of the Order decided to make another effort to remedy existing troubles. They were receiving \$2.50 per day on through, and \$2.70 on local trains, but had to go over the division to make a day, no matter whether it took twelve hours or thirty-six, and on one division the trains are never on time, the average being four to ten hours late, the track being bad, machinery in poor condition and side track room extremely limited; as we understand, there is not a single passing track on the entire line which is kept clear.

Accordingly divisions on the line of the road appointed a committee to come to Chicago and state the case to Mr. Woodward. They arrived here Thursday, Dec. 7, and staid until Saturday, when Mr. Woodward informed them that he wanted ten days to think the matter over, and he would then inform them whether he would do anything at all or not. The committee, seven in number, then informed him that they had decided not to work any longer under the circumstances, and that their resignations were in his hands. They returned and made their reports Sunday and during the next three days nearly all the conductors running freight trains on the road resigned.

It is our opinion that they were hasty in throwing up their situations, but it was something they had an undoubted right to do if they chose, and there was nothing of the strike order connected with their action whatever. Meanwhile Mr. Woodward found it impossible to procure men to run freight trains for the wages paid, it being considered preferable by all to brake on roads which paid a fair compensation, and were in a condition so that trains could make time, and consequently on Thursday, Dec. 14, the rate of pay for freight conductors was raised to three cents per mile, and twenty-five cents per hour for overtime when trains are two hours or more late. We are not informed whether all who quit work are re-employed or not.

This rate is about the average that is paid by roads centering in Chicago, and will enable conductors who are so long in getting over the road, that they are physically unable to make more than two round trips per week, or four days for an average of sixty to seventy hours on the road, and the munificent price of \$10, to live without running behind each month.

Paying for "overtime" may in some few instances operate as an inducement for train men to be late, or at least not to exert themselves unduly to make time, but the remedy is to provide facilities for making time, and then if they are late without good cause, dismiss them and employ men who can and will make time. Certainly it is gross injustice to pay one portion of train men for over time, and refuse it to others on the same train.

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### INSURANCE.

As the time for the next meeting of our Grand Division is drawing near, it is well for us to consider some of the matters that are likely to come before us for action, and

there is nothing more important than Insurance. We have often urged and shall continue to so urge, the establishment of a reserve fund, and if no member offers anything better, we shall present something for your consideration.

In regard to the need of something of that kind, it does not seem to us that argument is needed. It is certainly a fact that the cost of insurance in all mutual associations steadily increases with the age of the association, unless some feature of reserve fund is provided for. It is as certain as anything can be, that the Insurance department of the Order, now in the height of prosperity, will decline and die in time, if nothing is done to make it permanent, and its decline will undoubtedly come at a time when the many of us will need it most.

Many say, "Well let it come, when this goes down I will go to something else." But do they reflect that they are growing older every day, and the time will come and very soon, when they cannot "go into something else" on account of age, and is there any among us who wish to have our protection fail us when we need it most? Certainly the writer is not one, and unless something is soon done to perpetuate our own association, will endeavor to find elsewhere that protection which he fears will fail him in time of need at home. We are well aware that this is the principal argument that is used by stock insurance companies against all mutual associations, and unless provision is made for the future, it is a good and unanswerable one; but if we now in our prosperity, build up a fund of \$100,000, such argument will fall flat as against us, and we will be certainly assured of the future of our loved ones so long as we exercise a reasonable care for them during our lives. There are those who object to a reserve fund because it is creating a fund for some dishonest officer to steal. If not properly protected, this is a good objection, but under the present laws of many of the States, it will be criminal carelessness if we create a fund and do not protect it so that it will be impossible for it to be misappropriated or stolen. Provision is made in some States for the deposit of such a fund with the State Auditor, and it can only be withdrawn under such restrictions as to make dishonesty impossible.

Another objector says, "It is all I can do to pay for my insurance without providing a fund to pay that of some one who is to come after me and enjoy the benefit. I will take care of myself and let my successors do the same." In reply to this imaginary objection we would simply say that it is far from being true. The average age of our membership is perhaps thirty-five, and we have an expectancy of, say twenty-five years. We firmly believe that in fifteen years at the outside, and at a cost of not over \$50 per annum, a fund could be provided that would permanently reduce the cost of our insurance from \$20, to \$30 per annum, and give us a certainty of having an insurance that will not fail us when we need it most. It will provide a special inducement to members to continue their membership, and with such a guaranty of permanency there will be no danger of a loss in membership, but on the contrary there will be in the future as in the past, a steady increase. This plan will give us ten years of cheap insurance at a time when we need it most and when if not entirely impossible to get it at all, it would certainly cost us not less than \$100 per year. It is true that there are many members of our association who would not receive any benefit from this fund, and to whom it would be an increased expense without a corresponding increase of benefit. These members should consider that many of them could not obtain insurance of any kind if they were not now members of this association and that others of them would have to pay from three to five times the amount they now pay, and probably it would cost them at least three times as much as the increased cost for creating a reserve would be, while without the reserve, our association is likely to fail to protect even in their day, for it should be remembered that the decline and fall is much more rapid than the growth.

We do not wish to create any suspicion of our association and kindred ones, but we do believe it but justice to our families that we look matters in the face, and we do not

believe that any association on the assessment plan can be permanent without some provision for a reserve fund.

In the absence of something better, we outline a plan which we hope will be studied and improved upon by those interested, so that when the question comes up at New Orleans we shall be prepared to act without delay.

"For the purpose of creating a reserve fund for the benefit of members of this department, — per cent. of all amounts received for any and all assessments made after the first of June, 1887, shall be invested by the Grand Secretary with the advice and consent of the Insurance Committee at a rate of interest not less than three and one-half per cent per annum. In case the Grand Secretary and a majority of the Insurance committee are unable to agree as to the investment of any amount in accordance with this article, said amount shall be invested in United States bonds until such time as the matter can be brought before the Grand Division. All interest shall be placed with the principal until such time as the principal shall amount to the sum of — dollars, when no further additions shall be made to the Reserve Fund, and all interest shall be used to pay claims against the department for death or disability of its members. No part of this Reserve Fund, either principal or interest, shall ever be used for any other purpose than to pay claims for death or disability of its members.

"All bonds or other security of whatsoever kind for this fund or any part thereof, shall be deposited with the —, and no part thereof shall be withdrawn except on the written order of the Grand Secretary, signed by every member of the Insurance Committee.

"Whenever occasion may require, any portion of this Reserve Fund may be withdrawn and used to pay claims for death or disability, provided it is the unanimous decision of the Grand Secretary and the Insurance Committee. Should there be objection to such withdrawal and use by either one of the aforesaid, the matter shall be referred to the next regular session of the Grand Division when if three-fourths of the members of the Grand Division who are members in good standing of this department, shall vote in favor of such withdrawal, the Grand Secretary and the Insurance Committee shall immediately proceed to withdraw and use for payment of death or disability claims, such amount as has been designated.

"Should the principal invested as a Reserve Fund, through losses on investments, withdrawal of a portion, or from any other cause, fall below the sum of — dollars after reaching that amount, all interest thereon and — per cent. of all assessments shall be placed with the principal until it again reaches the sum of — dollars, it being the intent of this article to provide and permanently maintain an invested Reserve Fund of — dollars, the interest of which is to be used for the payment of benefits."

We request our readers, whether members of the Insurance department or not, to criticise, amend or add to the above, or better still, present something in the way of a substitute that will better fulfill the purpose and be more practical and expedient. The above is not a carefully studied plan, but merely a hasty outline to make a starting point, and we earnestly hope a matter of so vital importance will be taken up and discussed by the members.

Another matter in relation to insurance that will be presented to the delegates for their action, will be a proposal to provide for the payment of the legitimate expenses of the department by its members themselves. The Insurance has grown to such proportions that it requires nearly all the time of one man to take care of it, and at certain times it requires two. We believe there is no other assessment association in existence, with as large a membership as ours that does not employ at least two, and most of them five or six, and it is not exactly just to the Order that its expenses should be paid from the general fund.

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### *COST OF INSURANCE.*

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Some little time ago a member of our Insurance Department made the statement in a letter that the cost of our insurance was "higher than any other known," which was a somewhat remarkable assertion, considering the facts that for the twelve months ending September 30, 1886, the cost was \$19, or for the fifteen months ending December 31, 1886, was but \$28, or less than \$2 per month. The letter was replied to, stating the facts, and printed and sent to all members for their information. We give below two or

three of the many letters received on the subject, as showing the general opinion of the members, and of all the letters received, but one writer complains of the cost being high. In our humble opinion our insurance is absolutely cheap at \$45 to \$50 per year.

EDITOR MONTHLY:—I want to say a few words in regard to the statement that our insurance is higher than any other. Before I joined the O. R. C. Insurance I insured in the Hartford of Connecticut, and paid \$36 per year for \$1,000 insurance in case of death, and \$10 per week for 26 weeks—and nothing for disability outside of the \$10 per week for 26 weeks, or \$260. I think the brother is off of his feed, or has spoken without figuring, as he will find by careful study our insurance is cheaper (taking into consideration the benefits) than any other.

Yours in P. F., C. E. M.

BEARDSTOWN, ILL., Dec. 12, 1886.

EDITOR MONTHLY:—I received notice of assessments Nos. 71, 72 and 73, and will remit as soon as possible. Business is very dull at present with us, and I have other assessments to pay that require immediate payments, but I will just say this much in behalf of Conductors' Insurance, that it is the best and cheapest insurance I ever had anything to do with, and I think there are a great many brothers who will affirm to the truth of my statement, and I hope the brothers who assert that the insurance is too high will pay more attention to the extent it will benefit them in case of accident, or their families in case of death. I shall not forfeit my membership as long as I can get money to pay assessments—If it takes all I have in the house to pay them.

Yours in P. F.,

J. C. E.

SOMERVILLE, N. J., Dec. 4, 1886.

EDITOR MONTHLY:—I received notice of assessments Nos. 71, 72 and 73, this morning. I see that we have 4,550 members in our Insurance. Now in what association of over 4,500 men will there be found a much less death rate? I see that one of the three died from accident, the other two from natural causes. Railroad men are supposed to be as short-lived, on the average, as any other class—ranked as hazardous among most insurance companies.

Such being the case I think our unknown brother from Wisconsin labors under a mistaken idea concerning the "*high insurance*" of our O. R. C.—"*higher than any other known insurance*," as he puts it.

I was insured in the Washington Life Co. of New York, when a brakeman and baggagemaster some six years ago, for \$1,000. I pay now every quarter \$9.29 dues, a reduction of \$1.25 a quarter since becoming conductor. I receive about \$5 a year dividend, and if I paid each year's premium in advance, it would cost me \$35 a year—less the dividend—making about \$30 for \$1,000 insurance, and "*no disability clause*," so I repeat that in my opinion our Wisconsin brother lies under a misapprehension.

The accident companies do not pay for death from natural causes, and our Insurance paying for *disability* as well as *death*, I think the best and cheapest, and note the amount received by heirs of each last assessment—\$2,500.

Ours is certainly the cheapest and best, everything considered, of any insurance company I am acquainted with, and I have studied the matter pretty thoroughly.

My wife, and most all ladies I have heard speak of the matter are alike in this matter, says if I would lay aside the amount paid for insurance, it would be better in the long run, but we are not sure of the "long run," and as death and accident are the lot of all—inasmuch as "it is appointed unto all men once to die," it is wise to provide for wife and children.

The great apostle to the Gentiles wrote, "He that provideth not for his own hath denied the faith, and is worse than an infidel." So, while he preached the everlasting gospel of faith in Jesus Christ, he preached provision for the temporal wants of those dependent on us. Would we might *all* escape the second death.

I will remark that my wife thinks the O. R. C. Insurance by far the best. A. C. L.

*A MERITED TRIBUTE.*

Mr. Allen of The "Traveler's Official Guide," thus speaks of the late H. M. Hoxie, of the Missouri Pacific, whose life was undoubtedly shortened by the troubles last spring:

"The death of no one among railway officials is more sincerely regretted than that of Mr. H. M. Hoxie, late general manager of the Missouri Pacific Railway. Mr. Hoxie won the high position which he held at the time of his death by sheer force of character and ability, and it requires a man of no small capacity to satisfactorily fill that office.

"While his ability as a railway manager has long been universally acknowledged he was most prominently brought before the country during the late strike on the South-western system of roads. Very few men have shown in emergencies such sturdy and unflinching strength of character as that displayed by Mr. Hoxie on the occasion referred to. Like Leonidas of old, he stood as the protector of his kingdom, sacrificing his life in its successful defense; for there can be no doubt that the prolonged and severe strain to which he was subjected at that time hastened, if it did not immediately cause, his death.

"It would be a mistake, however, to regard Mr. Hoxie merely as the special defender of a corporation in a conflict with its employees. He was fighting the battle of two-thirds of the best workmen on his road against an attempt by violence to make supreme the tyrannical authority of an organization composed of the other third. This minority had as a leader one of the most arbitrary, ignorant and unscrupulous pretenders that the country has developed, one whose true character has since been so thoroughly exposed that he has been repudiated even by those who at the time of the strike were his willing dupes. With clear-headed foresight Mr. Hoxie saw the necessity for determined resistance, and his success was a victory, not of capital over labor, not of a corporation over its workmen, but for every American citizen, whether a member of a labor organization or not, who values personal liberty, who claims the right to earn his own living in his own way without having to first obtain permission from a blatant demagogue such as Martin Irons or others of that ilk. As time goes on, intelligent workmen of all classes will, we believe, recognize this fact, and in common with all respectable citizens, will honor the memory of Herbert M. Hoxie."

*A DENIAL.*

DAVENPORT, IA., Dec. 14, 1886.

EDITOR MONTHLY:—An article has appeared in the editorial columns of the MONTHLY for December, entitled, "Attempted Proscription," whereby you charge the members of the Brotherhood of Railroad Brakemen on the East Iowa Division of the C., R. I. & P. Ry., of following the example of the striking switchmen in Chicago, by sending a committee to Superintendent Given, asking him to discharge all brakemen in his employ who are not members of our Brotherhood.

In reply to the article, I would say the whole thing is false, as no such committee has ever appeared before Mr. Given, from any part of the Rock Island road, much less the East Iowa Division, and I can not see where you obtained your information for accusing the Brotherhood of Railroad Brakemen of such an act of injustice; and also, you state that where a Brotherhood and a non-Brotherhood man are working together on the same train, their bickering and petty quarreling is continual, and the member is the offensive party. This too, I wish to contradict, as there are many crews on this division

that are composed of members and non-members, and the writer has yet to record one instance where any such bickering and quarreling, as you describe, exists. The article on a whole, is without foundation, and has created considerable comment among the employes of this division, especially the non-Brotherhood brakemen, and has done us considerable injury and all too without any cause whatever.

As far as non-Brotherhood brakemen are concerned, we have never in the least tried to compel them to join our Order, and we know full well that there are just as good men outside, as inside our Order, and always try to treat them as man should treat man; and I'll assure you that conductors on this division, as a whole, can say nothing contrary concerning us. I hope and trust that the CONDUCTOR'S MONTHLY, as well as the organs of all other Orders, when they receive a questionable correspondence will make inquiry into the matter before publishing it, thereby preventing the injury that might be done, as in the case with the article published by you.

Hoping that this may prove satisfactory to all concerned, and knowing we will outlive the wrong you have caused,

I remain yours,

A BROTHERHOOD BRAKEMAN.

In regard to the above, we would say that the communication reached us too late to enable us to make an inquiry as to the matter of the request of a committee for the dismissal of brakemen who were not members of the B. of R. R. B., and we cheerfully give place to the denial from a member. The information was given us by an employe on the East Iowa Division of the "Rock Island," and we supposed it was reliable. We certainly are glad to learn that the brotherhood has not in this instance attempted to displace others who were not members of their association, and we agree with our correspondent in pronouncing it "injustice" to attempt anything of the kind.

As to the matter of quarreling between brakemen on a train, we have not the slightest reason to doubt that our correspondent "has yet to record one instance," as we are inclined to doubt whether he would put it on record if there were numerous cases of the kind. We are also entirely willing to permit him to "contradict" it, and to give his contradiction the weight it deserves. Our information was received from the conductor who runs the train on which the two brakemen referred to are employed, and it must certainly be conceded that he ought to know something of what occurs on his train. As to his character, he is personally known to us to be a reliable man, and our correspondent will have some difficulty in demonstrating to most people that he is good authority for all that occurs with the "many crews on the Division that is composed of members and non-members" until he convinces them that he is ubiquitous.

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—Did you notice it? We did not have a "Merry Christmas" editorial in the December number and there is no "Happy New Year" editorial in this one, telling you of the vast responsibilities of the coming twelve months with a lot of advice (good, bad or indifferent), as to your conduct and duty. It was not an accidental omission as some of our readers have perhaps thought. We supposed as a matter of course, that other publications of every kind and degree would surfeit you with these, and we decided to be out of the fashion and save our "preachments" for a time when there will not be so many others, and perhaps ours will command a little more attention than just now. Besides, you all know that we wish you the happiest kind of a New Year, and that we wished you the merriest Christmas that ever dawned for you; certainly we hope a large majority of you were permitted to enjoy it at home, and would hope that all had done so, but knowing that to be a "vain hope," we forbear giving it expression. We are quite certain that some, and probably many of you, were compelled, as we were, to "take out your run." We do hope that all who were on the road were "on time." Unfortunately we were not, and it took thirteen hours on Christmas day to "make the run." We arrived home for dinner (?) about 23:00 o'clock and were politely informed by the "superintendent" that runs our dining car, that the "last call" had been made some hours before, and we were left.

# FRATERNAL.

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All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY, 115 Dearborn Street, Chicago, Ill., plainly written on one side of sheet only, and they should reach the office not later than the 18th of the month previous to that in which they are expected to appear. *Name of Author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all Divisions. WM. P. DANIELS, Editor.

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AURORA, Nov. 27, 1886.

EDITOR MONTHLY:—The conductors of Belknap Division No. 96, completely outdid all former efforts to give an O. R. C. party Thursday evening. Nearly all the members were present with their families. The reception was given at their hall corner of Broadway and Main street, and was their third annual reception.

The first of the evening was spent in listening to music, recitations, etc., the recitation by little Bessie Mahone being well rendered. Mrs. B. Reynolds also rendered some very fine selections on the piano.

After passing the time very pleasantly the party withdrew to Heck & Meyer's European Hotel, where an excellent repast had been spread out for them by those well-known caterers.

CHIPS.

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ELKHART, Dec. 2, 1886.

EDITOR MONTHLY:—The fourth annual ball and banquet of Elkhart Division No. 19, took place at Elkhart in McNaughton's assembly room, Oct. 20. There were present 125 brothers and friends of the Order, who took part in the enjoyable exercises, beside many visiting admirers of the Order.

The decoration of the assembly room was artistically done by the ladies, assisted by members of the Order, and was in keeping with the gaiety of the occasion. It was about 12:30 A. M. when an elaborate supper was served at Steiner's.

Music was grandly furnished by Hunt's Adrian Orchestra consisting of eleven pieces; their transportation a distance of 110 miles and return, was kindly and gratuitously furnished by the gentlemanly officers of the L. S. & M. S. Ry.

The several committees of this entertainment deserve much credit in their endeavors to make this our fourth annual ball a grand success.

A. A. J.

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LORAIN, OHIO, Dec. 6, 1886.

EDITOR MONTHLY:—Below you will find an item for the journal from Lake Erie Division, No. 193, of Lorain, Ohio:

## VOTE OF THANKS.

Dec 5, 1886, was a day long to be remembered by the members of Lake Erie Division No. 193, of the Order of Railway Conductors, it being the occasion of their electing and installing officers for the coming year. By a vote of the members, it was decided to extend through the columns of the journal a vote of thanks to Mr. Oscar Townsend, General Manager, and Mr. William Thornburgh, Superintendent of the C. L. & W. R. R. for the special train provided for them on this occasion.

They also wish to say that they fully appreciate the honor bestowed upon them by

their superior officers. They also extend thanks to their Past Chief Conductor, M. J. Courtright for his faithful discharge of his duties while holding the office of Chief Conductor of Lake Erie Division No. 193.

Yours respectfully in P. F.,

H. H. HOLMAN,  
A. G. QUIMBY,  
O. E. MILAR. } *Committee.*

TROY, N. Y., Nov. 21, 1886.

EDITOR MONTHLY:—Pursuant to a call issued by Divisions No. 56 and No. 171, a union meeting was held in the Division Room of Division No. 171, Odd Fellows' Hall, Troy, this afternoon, with a determination to make amends for the poor reception of our honored Grand Chief upon his last visit.

Every member of the local Divisions who could possibly attend was present, making with the visiting brothers of eight other Divisions, a total of forty-six members. The meeting was called to order at 4:15 o'clock, and opened in due form with the following officers:

C. C.—C. S. Wheaton, G. C. C.  
A. C. C.—C. T. King, Division No. 150.  
S. and T.—W. W. Conaughty, Division No. 171.  
S. C.—C. E. Weiz, Division No. 104.  
J. C.—Herman Fonda, Division No. 56.  
O. S.—Jno. Robinson, Division No. 171.

After the opening ceremonies about two hours were used with much profit in an informal discussion upon questions asked by the brothers in regard to the work, object of the Order, and the Insurance.

After a recess of fifteen minutes, the brethren were enlightened and pleased by a masterly exemplification of the work by the Grand Chief Conductor, in course of which they listened to a powerful temperance lecture, and many timely words of warning about the numerous ills and temptations which beset the conductor in the performance of his duties.

After the Grand Chief's remarks were concluded, a vote of thanks was given to the Grand Chief for his work; to the officials of the D. & H. C. Co. R. R., and the N. Y. C. & H. R. R. for their courtesy in carrying members free to and from the meeting. And to the B. of L. E. for permitting the use of the hall on their meeting day.

The meeting then adjourned, and the brothers wended their way to the American House, where they partook of a bountiful banquet, so generously provided by the proprietor, Mr. Rockwell, who has our most heartfelt thanks.

At 2:30 o'clock the brothers left the dining room, and the union meeting was ended, each member going away feeling that he had received some good, and that the meeting had been a success.

Yours in P. F.,

W. W. CONAUGHTY,  
Sec. Union Meeting.

LITTLE ROCK, ARK., Dec. 17, 1886.

EDITOR MONTHLY:—At a meeting held Dec. 12, at Little Rock Division 131 the following resolutions were adopted:

WHEREAS, W. H. Churchill, our efficient Chief Conductor for the past two years leaves us to-day to accept other duties in another State,



*Resolved*, That Little Rock Division 131 express our sincere thanks for past efforts in our behalf, and earnestly hope that his lines may have fallen in pleasant places.

That we deeply regret the necessity of Bro. Churchill's removal from this Division and earnestly commend him to the brothers among whom he may reside.

*Resolved*, That a copy of this be engrossed and presented our Past Chief Conductor Bro. Churchill.

E. D. SILL, A. C. C.

KENT, O., Dec. 9, 1886.

EDITOR MONTHLY:—The December MONTHLY contains a letter from "Crescent City" of Division 108, charging Bro. Wheaton with slighting them in not completing his Southern trip. I hear of frequent complaints from individual members of the different Divisions, and have wondered why some of those have not stopped to think what time it would take to visit all the Divisions. I could not think of any improvement on the plan adopted by Bro. Wheaton, to attend as many Union meetings as possible.

I know, personally, that within the past month, Bro. Wheaton had promised to attend meetings near here, and at Alliance, received a telegram from three Divisions in the East, asking him to meet them, and the business was of such a nature that he could not refuse. Without a doubt this disarranged his plans for a month. I merely cite this as an instance, to show how utterly impossible it is for Bro. Wheaton to follow any plans he may lay down. Then we should bear in mind, that his duties as Grand Chief would require his presence at his office a good part of the time, and I venture to say that the business is now more than a month behind. Still, I doubt not that if Bro. Wheaton's presence was needed by any Divisions, they would not have to ask it but once.

If the Grand Division would provide for an "instructor and an organizer" who could devote his time to meeting with the different Divisions, and leave the Grand Chief to attend to the natural duties of his office, it would be doing the proper thing. And so far as changing the place of meeting of the Grand Division, that is all "moonshine." Bro. Wheaton "could not if he would, and would not if he could."

Yours in P. F.,

"RODGER," Div. 32.

PERRY, Dec. 13, 1886.

EDITOR MONTHLY:—As I have not seen anything from Perry Div. No. 84 for some time, I have concluded to say a few words in her behalf. Our membership is slowly increasing. We now have twenty members in good standing and a petition of a good man under consideration. Bro. H. W. House withdrew to join Baraboo Division at Harvard, Ill. They gain a worthy brother, while we lose one. Bro. House is running a passenger train on the C. & N. W. We hope Bro. House may long continue in his present situation. Our worthy C. C. Robert Templeton is on passenger from Marion to Council Bluffs, and he can not be with us Sundays, which fact we all regret, but none more than himself. Bro. Whittemore, another worthy brother, who was night yardmaster at this point for four years past, has been given charge of the day yards at Ottumwa, Ia., and of course he can not be with us. Bro. Whittemore was a great worker and had the interest of the Division at heart, and while we hate to lose him, we are glad to see him given a more lucrative position. Bro. Fraser is also in the line of promotion, and is on a passenger most of the time, so sooner or later we will be called to meet without him. Bro. S. J. Beeler is braking on passenger for the winter, and although he has to ride over a hundred miles, he rarely misses a meeting. Sunday, Dec. 12, we had a good meeting and considerable business was done; there were thirteen brothers present, and it was the largest

attendance for some time. We elected our officers for the ensuing year; three trustees, a delegate to attend the Grand Division, and an alternate. The officers will be installed at a special meeting Saturday evening, when a good time is anticipated. The officers elected were as follows: Chief Cond., Bro. C. J. Blanchard; Ass't C., Bro. Thos. Burbank; G. & P., F. L. Moore; Sen. Cond., W. M. Jacobs; Jun. Cond., Eugene Fraser; I. S., J. M. Beeler; O. S., R. L. Marsh. Trustees—Chas. J. Blanchard, for three years; W. N. Jacobs, for two years; J. A. Holmes, for one year.

Some of the old trustees whose terms had not yet expired, were not in a situation to be with us, so it was decided to elect new ones and let the old ones tender their resignations.

As delegate to the Grand Division, Robert Templeton was elected, and W. N. Jacobs, alternate.

At the meeting it was decided to change our days of meeting, and also the hour. We have held our meetings on the second and fourth Sundays of each month, at 11 o'clock, A. M., but as most of our brothers are on the road those days, we thought a larger attendance could be assured by meeting on some week-day night, and we will, commencing with the new year, meet on the first and third Tuesdays each month, at 7:30 sharp, in the same hall we now occupy. Arrangements were also made to give a Washington birthday ball on the night of February 22, 1887. All brothers of the Order are cordially invited to attend. The committee of arrangements are: Bros. F. L. Moore, C. J. Blanchard, R. L. Marsh, J. M. Beeler and Chas. W. Lackey. No efforts will be spared to make this a success, and the best music in the State will be procured. A short time ago the locomotive firemen gave a ball, which was a success both socially and financially, as their dances always are. Ere this is published, the second annual ball of the B. of R. B., on Christmas eve, will be a thing of the past. We wish them a large crowd, and lots of fun.

We have never had a visit from our Worthy Grand Chief Conductor, and we would like to see him in our Division room some time.

I have taken up enough of your valuable time, so will close.

Yours in P. F.,

"PHENIX."

December 10, 1886.

EDITOR MONTHLY:—I am sorry to hear so much useless complaint about our worthy Chief Conductor. Can it be that Divisions expect him to neglect our business just to visit some Division for no other reason than they wish to visit with him. I am sure we do not expect it. We would be glad to receive a call from him, but do not want him to neglect *our* business to please us. St. Albans Division is one of the oldest in our Order, and I think Bro. Wheaton never called on us but once; why don't we complain about being slighted? I will tell you why it is; because we have not been slighted in the least. But if he should slight his more important duties to *visit*, then we should set up such a howl it could be heard from Maine to California. Bro. Wheaton was within 175 miles of us not long since, but could not see his way clear to call, therefore we wished him God speed and will wait until such time as he can come. It looks to me that if we have confidence enough in him to put him in his present high position, we ought to *know* he will do his utmost for us every time. Therefore, I say, stop this everlasting complaining, and put your trust in God and Bro. Wheaton, and all things will right themselves.

Yours truly in P. F.,

N. E. D.

EDITOR MONTHLY:—Talk about "free trade" between the United States and Canada; our experience is, judging by the union which took place between those two countries,

Oct. 19, 1886, that trade seems rather free, although ignorant as to what the duties may have been. One of our worthy brothers, Mr. J. C. Donahue, of Division No. 24, of St. Albans, Vt., crossed into that Province the other day and victimized one of Canada's fair daughters, Miss Maggie E. Clark, of Waverly, Ontario, and they are now enjoying their honeymoon. The marriage taking place at the residence of the bride's father: after the ceremony, the bride and groom received congratulations from their many relatives and invited guests, and all repaired to the table, which was well laden with sumptuous viands. In the evening an informal reception was held, after which they prepared for their trip, taking their leave from the little Waverly station on the Canada Pacific R. R., via Brockville, Ottawa, and Montreal, en route for St. Albans, Vermont, where they intend to make their home permanently. No doubt Bro. D. met several brothers of the Division en route. There were many presents, particularly from the Waverly circle, in which the bride was a great favorite. Among others, were Mr. and Mrs. O. C. Stearns, Boston, a handsome water pitcher; Mr. and Mrs. McBurney, New York, a set of silver knives, forks and three sets of silver spoons; Mr. and Miss Clark, St. Albans, a handsome owl clock, very fine; also Mr. and Mrs. Ex-Gov. J. G. Smith and family, St. Albans, a solid silver tea set. Mr. Smith is president of the Central Vermont R. R., over which Bro. D. (better known as Jerry Donahue) has been running for several years. Bro. Jerry you have taken a wise step, although in the nature of a trespass, in providing yourself with a "Magic Lantern" that will counteract or enlighten all dangers of a dark night, and never throw a shadow over your united joy, but will aid you in directing your train in brightness over the roads of prosperity and happiness. Wishing our Yankee Brother and Canada Sister every success, and that they may be always willing to claim relationship, whether Eagle or Crown. A fair exchange is no robbery. Grant us free trade.

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ST. PAUL, MINN., Dec. 13, 1886.

EDITOR MONTHLY:—I would like very much to know what has happened to the various correspondents of the O. R. C. MONTHLY. Here in St. Paul I notice lots of members of the Order on the streets and around the railroad yards, and yet we don't often hear of Division No. 40, or what they are doing; but still they are not near so silent as scores of other Divisions. Why is it? Why don't some one write a line or two each month? Let up on train orders which Old Nick himself couldn't solve, and let us know how business is on your respective roads, and how wages are, and if an O. R. C. man can get a job any better than any one else. That's the main point nowadays.

There's no use in putting improbable questions in train orders in the MONTHLY, unless you send time card rules covering the same. For instance, I work for two companies, one of whom has a rule to the effect that an order to run "regardless," means a straight meeting order, and the other has a rule which gives you the right to keep going as long as you keep clear of the time of the train you are meeting, both orders being worded exactly alike.

A. D. Field, who is known all over the West, from the "Q." to the Canada Pacific Railway, has charge of a passenger train on the Northern Pacific Railway, between Glendive and Mandan. It is a pleasure to meet Mr. Field. Years ago he had charge of a train containing a band of Indians who were *en route* to a reservation, and the box cars in which the Indians were in, turned over in the ditch.

Several Indians were hurt, and they all blamed Mr. Field and his engineer for the cars jumping off the track, and chased the engineer and conductor for their lives. Mr. Field is not yet thoroughly over the scare he got at the time.

Sincerely yours in P. F.,

MONTANA.

*SOUTHWARD.*

PETERSBURG, VA., Dec. 13, 1886

EDITOR MONTHLY.—Dec. 2 I left the office as per programme, and on Sunday A. M. found myself in the historic city of beans. The day was very bad, snow falling all day to the depth of eighteen inches, but it did not deter over sixty brothers from assembling at the hall of Division No. 122. The brothers from Fitchburg were out in force. We regret that Providence was not represented at the meeting. We spent a very pleasant and profitable afternoon; after the meeting all adjourned to the United States Hotel and sat down to an elegant repast which was enjoyed by all Divisions.

No. 122 under the direction of Bro. Morrison, did some fine work. They stand firmly, having made great progress in the work, and to-day have but few superiors. Monday we all visited No. 157, and assisted at the election and installation of officers. Bro. C. F. Hammond was again elected delegate to the nineteenth annual session. This flourishing Division now has over 100 members and is in good condition. The Order to-day has over 180 members in Boston against twenty-five two years ago. I was nicely entertained during my stay by the brothers. The United States Hotel is the same as ever; even Tilly Haynes has not changed a particle. The same gentlemanly clerks appear behind the desk, and all inquired for all the members and their families who had visited them on the occasion of our annual meeting in Boston.

Tuesday we leave the Boston brothers, and via the N. Y. & N. E. we waded the snow, *en route* for New Haven, where we arrived at 2 P. M., one hour late; we repaired to the Tontine Hotel, where we spent the time pleasantly until 10 P. M. A greater portion of the members of No. 201 called, and we had a pleasant visit.

Thursday, P. M. I arrived home and proceeded to get acquainted with my family. Friday spent in getting up some correspondence that had been sent on by Bro. Daniels-Friday at 10:30 P. M. in company with Bro. Millard, we left via N. C. R. for Richmond and the South. We arrived at R. at 2:45 P. M., and were met by Bros. Morrow, Blanton, and Butler of No. 152, and were soon nicely cared for at Murphy's Hotel. This is the hotel that the Knights of Labor boycotted on account of the refusal of Mr. Murphy to receive colored delegates. We found Mr. M. a gentleman, and his hotel a good one.

At 7:30 P. M. we were in the hall and had a very enjoyable meeting; some twenty-nine brothers of No. 152 were present; also Bro. Abbott of Providence Division, who was at Richmond on a visit. After the meeting all adjourned to the hotel again and sat down to an elegant banquet served by mine host Murphy, and it was a credit to all concerned, and was greatly enjoyed even to Bro. Millard's story at the close.

Sunday, accompanied by about twenty brothers from No. 152, we repaired to Petersburg, and after an enjoyable dinner at Hotel Gary, we organized R. E. Lee Division No. 205, with eighteen charter members, fourteen of which were present as follows: I. S. Moody, R. B. Bradshaw, J. E. Creighton, W. Z. Lackland, W. P. Beasley, Jos. F. Williams, T. C. Butts, J. M. Lackland, E. B. Listar, John W. Baylor, James Rafter, W. E. O'Connor, T. J. Lamary, C. J. Honke. The following officers were duly elected and installed by Bro. Millard: W. P. Beasley, C. C.; T. J. Lamary, A. C. C.; T. C. Butts, S. and T.; W. E. Lackland, S. C.; J. E. Creighton, J. C.; James Rafter, I. S.; R. B. Bradshaw, O. S.; W. P. Beasley, delegate; T. J. Lamary, alternate. Days of meeting, second and fourth Sunday in each month in K. of P. hall, at 3 P. M.

I was ably assisted by the brothers from Richmond, and Bro. Millard. The Richmond brothers had to return home at 5 P. M., and could not remain until the Division closed. We shall not forget our pleasant visit to both Richmond and Petersburg, and more especially the hospitable manner in which we were treated at both places by the brothers.

On Monday we bade good bye to the brothers at Petersburg, and turned our face southward again to meet the officers of the S. F. & W. Ry., and carry out our programme in visiting, and as the train rolled away through those historic scenes, we carried with us many pleasant recollections of our first visit to Petersburg.

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ASPINWALL, Nov. 22, 1886.

EDITOR MONTHLY:—I have been reading the MONTHLY to-night, and it occurred to me that a few lines from the Isthmus might prove of interest to some of your readers. The Order is represented here in the persons of Conductors Ferguson, Monley, Scott, Turner and Kilbourn. Scotty is taking a rest in the States just at present because the great Columbian Government got after him. We expect to see him back soon, as things are satisfactorily arranged.

Bros. Turner and Monley have just returned from a visit to the States, where they went in quest of health. Kilbourn is still rustling "yams and plantains." McInt another brother, is running here.

Business at present is very quiet on the road, but the reaper is always gathering in some poor unfortunate, and when you hear the remark that "Jim died last night," or "Joe can't live until to-morrow," it does not seem to you as out of the usual course of events. You may shed a silent tear, but go to work, take a gambler's chance in the game of death, and the poor unfortunates are soon forgotten. With Yellow Jack, Jamaica niggers, small pox and the great Columbian Government, a railroad man's life on the Isthmus is far from being a happy one.

Conductor Foye is in jail awaiting a trial because he did not let a native kill him. He was incarcerated in a miserable hole until the fever took hold of him, when the conductors and engineers took the matter into their own hands and demanded his immediate removal to a place at least fit for a hog. The authorities said, "poco tiempo." But the boys did not "poco," and proceeded to stop traffic on the road. The suspension of traffic lasted for two days, which had the desired effect of bringing the authorities to terms, and Tom was removed to more congenial quarters.

We have a very lively little piece of track down here, and when business is good during the coffee season, the rails are kept pretty hot. It is the longest piece of track for forty-seven miles in the world. There are employed at present, twenty conductors. The ties are of *lignum vitæ*, and some of them have been in the road for over thirty years. Good machinery and fair rolling stock. Hoping your will find space in the MONTHLY for this, will close for this time.

Yours in P. F.,

A. M. P.

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### *KNIGHTS OF THE BELL-CORD.*

#### MEETING OF THE RAILWAY CONDUCTORS YESTERDAY—THE PROCEEDINGS.

The union meeting of the Order of Railway Conductors at the hall of Atlanta Division No. 180 was largely attended yesterday, nearly every member of the Division being present, while the visiting delegation was very large.

The visitors came from all points of the compass.

The Railway Conductors' hall is one of the largest halls in the city, and during the meeting yesterday afterday every seat was occupied. Hon. C. S. Wheaton, the Grand Chief of the Order of the United States and Canada, was present and presided. Mr. Wheaton reached Atlanta Friday evening, and came for the purpose of being present at

the installation of officers of the Atlanta Division. He notified the Division several weeks ago in response to an invitation, that he would be present, and the Order at once began arranging a grand reception for him. Members of other Divisions of the Order throughout the South were invited to attend the inaugural and meet their Grand Chief.

Immediately after the Atlanta Division had been called to order, yesterday afternoon, one of the members stated that the Chief Conductor-elect, Mr. Lattimer, had been called away from the city. The absence of the highest officers of course interfered materially with the installation services, and after some discussion the installation was postponed.

Then the fun began.

Conductors are generally a jolly crew, and when several of them get together they make time pass unnoticed. The association quickly resolved itself into an experience meeting, and for an hour or two the assembly was pleasantly entertained by short, bright, happy two-minute talks. Captain Dave Wylie, of the Western & Atlantic Road, who has, in times gone by, punched more tickets than he has hairs on his head, stopped the speeches by notifying the assembly that their presence was required at once at Pause's restaurant.

The meeting quickly adjourned, and the members formed by twos and marched to Pause's restaurant, where the following bill of fare awaited their consideration:

Sunday, Dec. 19, 1886.

Conductors' Convention.

Banquet

at

Pause's Restaurant.

VERMUTH COCKTAIL.

SOUPS.

Consomme, a la Royale.

FISH.

Lake Trout, Sauce Tartare.

SALADS.

Chicken aux Mayonnaise. Potatoes.

ROASTS—CLARET WINE.

Fillet of Beef Larded, aux Petit Pois, Turkey stuffed, Cranberry Sauce.

ENTREE.

Salmie of Venison, a la Financiero.

VEGETABLES.

Mashed Potatoes, Rice, Asparagus, Tomatoes.

FRUITS—CHAMPAGNE.

Malaga Grapes, Apples, Oranges, Figs, Bananas.

CAKES.

Micket Cakes and Ornaments.

PASTRY.

English Plum Pudding, Brandy Sauce, Cocoanut Custard, Pie, Coffee, Pineapple, Sherbet, Cheese.

The tables were tastefully dressed and arranged, and the conductors did full justice to the good things. The following were present:

MONTGOMERY DIVISION NO. 98.

D. D. Curran, T. and S.

E. B. McCurdy,

M. C. Hogan,

J. C. Elliott,

Chas. Herring,

J. R. Adams,

G. W. Ely,

R. H. Hudson,

J. J. Haralson,

W. H. Mahone.

## MACON DIVISION NO. 123.

C. A. Kendall,	J. C. Warwick,
J. T. Johnson,	H. H. Hightower.

## PENSACOLA DIVISION NO. 199.

J. A. Smith.

## BIRMINGHAM DIVISION NO. 186.

T. J. Howell,	J. T. Alexander.
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## BOON DIVISION NO. 34.

A. A. McFarlan.

## HOLLINGSWORTH DIVISION NO. 100.

C. E. Seaman.

## STAUNTON DIVISION NO. 19.

F. Bennett,	S. H. DeArmond.
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## ROCHESTER DIVISION NO. 8.

G. H. Brown.

## ATLANTA DIVISION NO. 180.

H. G. Bradley,	J. W. Rose,
W. H. Mangum,	C. F. Marshall,
J. H. Garwood,	J. M. Adams,
C. L. Morgan,	P. A. Broyles,
G. R. Gibson,	D. G. Wylie,
S. L. Vandiver,	A. J. Slatleu,
J. H. Roseborough,	R. G. Ditreville,
Z. T. Tenell,	W. H. Evans,
C. N. Bell,	W. N. Johnson.

## LICKING DIVISION NO. 166.

Phil B. Simms.

## BRITTON DIVISION NO. 138.

J. T. Savage.

—*Atlanta Constitution.*


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### CONTESTING CONDUCTORS.

During this week there has been in progress at Ithaca a fireman's fair of large proportions. Among the very desirable prizes offered is an elegant railway conductor's lantern, which goes to the most popular welder of the punch, his popularity to be shown by the number of votes that he can get at ten cents each.

We understand that the principal contest is between Conductor A. F. Eckert of this place, who runs on the D., L. & W. between Owego and Ithaca, and Conductor W. L. Carey of the Lehigh Valley's Cayuga division. It may be remembered that Conductor Carey is the man who received a box of alleged wedding cake from President Cleveland's bride, sent ostensibly in remembrance of many pleasant rides which she had taken on his train while a student at Wells College, Aurora. The cake turned out to be a hoax, which some of the Ithaca boys (prominent among whom was a newspaper man) had put up on him.

The voting on the lantern closes this (Friday) evening, and the outlook at present points out Owego's popular conductor, A. F. Eckert, as the fortunate man. His numerous friends here and elsewhere certainly hope that this may prove true, and one thing is certain: If Conductor Carey ever lets the light of that lantern shine on the ticket of another prospective president's bride, he must be a good man, and ought to get a box of wedding cake of the genuine article.

# RAILWAY.

## THE RAILWAY CONDUCTOR.

Straight of form and knightly bearing,  
Quick of speech and stern of mein;  
Darkly dyed and drooping moustache  
On his upper lip is seen.  
Smiles he has for handsome ladies,  
Frowns for females old and gray;  
Speaks politely to the former—  
To the latter, nought to say.

What a search there is for tickets  
When the car he's passing through!  
How the brassy buttons glitter  
On his coat and cap of blue!  
How some bashful maiden blushes  
When he asks her for her fare,  
When she tries to look so calmly—  
Just as if she didn't care.

Then some dismal, chronic grumbler  
Growls because the train is late;  
Wishes every cursed railroad  
Could be doomed to direst fate!  
Then comes fidgety old woman—  
Quickly grasps him by the arm—  
Asks if, at the speed they're running,  
Don't he think they'll come to harm?

Quick his arm he disengages,  
Passes briskly to the next,  
While the scowl upon his features  
Plainly shows that he is vexed.  
Then a timid, nervous person,  
Seated on the newsboy's trunk,  
Asks in trembling tones sepulchral,  
If the engineer is drunk!

Do you think his lot is easy?  
Do you wonder that a scowl  
Sometimes overshades his features,  
And he answers with a growl?  
Do you know those very questions  
Which you ask so thoughtlessly,  
He has daily, hourly answered?—  
Can he do it pleasantly?

Treat him like a human being,  
Think, if you were in his place,  
Could you answer all the nonsense  
With a pleasant, smiling face?  
He is nothing more than human—  
He is nothing less than man.  
For your comfort and your safety  
He will do the best he can.  
—H. H. Johnson, in *Railway Lantern*.

## THE DEAD HERO.

ENGINEER DROHAN.

The entire line of the Cincinnati Southern Railway is in mourning over the loss of poor Ed. Drohan, the gallant, big-hearted engineer who was killed in the terrible accident near Ludlow last Sunday afternoon. He was the most beloved man ever employed on the road in any capacity. Speak of him to one of his late associates, be the latter general officer or the humblest subordinate, and the reply will invariably be: 'God never made a braver and kinder-hearted man than Ed. Drohan. It was his kind heart that caused his death; for otherwise he would not have so indiscreetly filled his engine with children before starting out on the fatal journey, thereby having their little prattling tongues around to make him forget his orders. When he was confronted with the alternative to either lose his own life or let the children go, he was true to his reputation



as a hero, and thought only of the children, pitching one out of the cab window and dying with another in his arms."

He was born and raised in Fayette county, Ky., near Muir's Station, where the sorrow over his death is intense, for he was one of the most popular boys that ever left the neighborhood.

During the late war he was a member of General John C. Breckinridge's command

The General was so much attached to him that after the war was over he was particular to see that he was never out of employment. Ed. was running an engine in Ohio when the General died, and knocked down and severely thrashed a stranger who exclaimed upon hearing the news read, "There's another rebel scoundrel gone to hell." When called on by the court to pay a fine of fifty dollars he handed over the money and remarked, "General Breckinridge was my leader and best friend, and I'll thrash any dog that speaks of him disrespectfully in my presence, even if I have to pay every dollar I can earn."

F. E. M.

#### IN MEMORY OF EDWARD DROHAN.

I know you'll forgive these tears  
That from my eyelids fall;  
It makes them come to think of him,  
The hero of them all.  
The one who at the throttle stood,  
And never flinched with fear,  
But sacrificed his noble life,  
Ed Drohan, engineer.

I don't say that his soul is there;  
For that went through the air,  
And put on wings and went up where  
The angels write men's names—  
The names of heroes just like him,  
If we could only look,  
I'll bet we could see Ed Drohan's name  
Wrote down in Heaven's book.

Mid all the wild exciting scenes;  
The cries for "Help"—the yells;  
Ed stood there, at the engine, sir,  
And done all that he could.  
He looked at Death square in the eyes,  
And to his throttle clung;  
And waiting for that gong to say,  
"I'm done—it never rung."

Let memory take the pen of time  
And write on earth his name,  
That all the world can see it on  
The monument of fame.  
Though kings have honors, men of wealth  
And proud distinction thrive;  
I'd rather be Ed Drohan dead  
Than any man alive.

Ed no doubt thought of wife and home—  
Of little ones so dear;  
But thought of duty most of all—  
And never thought of fear.  
He went down with the engine,  
And, mister, you can bet  
Your life that Ed is standing there,  
Right at that engine yet.  
Dec. 14, 1886.

God bless his wife; his little ones  
Shall always be my prayer;  
I believe if heroes go to heaven,  
You bet Ed Drohan's there.  
Well, mister, I must go; good-night;  
I'm glad I've met you here;  
I hope you'll not forget that man,  
Ed Drohan, engineer.

U. B. B.

#### THE PUNISHMENT FOR TRAIN-WRECKERS.

The inadequacy of State laws for the punishment of miscreants who derail and wreck trains by tampering with switches, uncoupling cars and the like, was lately illustrated in this city. Thomas Collins, who was a ringleader in the Lake Shore & Michigan South-

ern strike last summer, one night recently attempted to wreck a through passenger train at Archer avenue, this city, by turning the switch wrong, while he manipulated the apparatus in such a manner that the light seemed to indicate that it was right. A one-armed flagman saw the movement, went to the switch, adjusted it properly, while the train was approaching, thus preventing a fearful wreck and probable loss of life, and then gave chase to the perpetrator of the damnable deed. The wrecker drew a pistol and aimed it at his pursuer, but two policemen saw the fracas and soon had Collins captured and locked up. This was the second offence of the kind attempted by the miserable wretch. Yet all the justice who examined him could do was to have Collins held on the charges of violating the statutes relating to interference with railroad traffic, assault with a deadly weapon, and malicious mischief, the enormity of these crimes in the eye of the law being indicated by the fact that bonds were required amounting to only \$1,700. Not being able to obtain this insignificant bail, Collins was sent to jail. If he had killed a man in a brawl, though there had been attendant extenuating circumstances, he would have been committed for trial without bail; yet compared to wrecking a railway train and thus jeopardizing life, and rendering mangling and torture certain, and horrible burning of passengers, as at Rio, Wis., the other day, possible, the killing of a man in a brawl sinks into insignificance. No murderous intent can be conceived so deserving of the extreme penalty as that of an attempt to wreck a passenger train. The perpetrator of such a diabolical act should be shown no mercy, for there are no mitigating considerations connected with a crime like that, unless insanity of the perpetrator can be shown. It is high time that train-wrecking, or any attempt at it, should be classed as the blackest crime in the calendar of murder.—*Northwestern Lumberman*.

### WHAT TIME IS IT?

Some time ago General Superintendent Smith of the U. P. Ry. commenced to make the employes of that road familiar with the "twenty-four hour system," by printing the figures from 13 to 24 on the regular time cards, in addition to those in common use. It is now followed by a circular announcing that the company will follow the example of the C. P. and place the system in actual use:

UNION PACIFIC RY. CO.,  
OFFICE OF GENERAL SUPERINTENDENT,  
OMAHA, NEB., December 7, 1886. }

[General Order, No. 42.]

The "twenty-four hour system" of time has been adopted as standard, and will be put in effect on all divisions with the next issue of employes' time tables.

By this system the day begins and ends at midnight, making twenty-four hours for the day, as under the old system, but with the difference that the hours are numbered consecutively from 1 to 24, instead of 1 to 12 for the hours from midnight to noon, and repeating the numbers to represent the hours from noon to midnight, requiring the addition of the letters A. M. or P. M. to distinguish which hour of the day is meant.

For the purpose of familiarizing employes with the new system preparatory to putting it in effect, it has been used in printing the condensed time table for the past two years, and all employes having occasion to refer to the time tables are supposed to be familiar with it.

The following simple rules will enable any one to readily change the time from one system to the other: To change the time from the old system to the new, add 12 (the number of hours from midnight to noon) to the number of the hour past noon; thus 1 o'clock P. M. would be 13 o'clock under the new system; 2 o'clock P. M., 14 o'clock, and so on.

The change from the new to the old system, the operation is reversed; that is, 12 is deducted from numbers higher than 12 (the hours from midnight to noon numbered 1 to 12 corresponding exactly with the old system), making 13 o'clock equivalent to 1 o'clock P. M.; 14 o'clock, 2 o'clock P. M., and so on.

Employes should accustom themselves to thinking of the hours by their new numbers, so that the hours will be as readily suggested by the new numbers as the old, when the necessity for any mental calculation will cease to exist.

S. T. SMITH, General Superintendent.

The U. P. is the first line to inaugurate the reform in the United States, and we believe the time is not far distant when its adoption will be universal.

*ANOTHER TRAIN ORDER.*

EDITOR MONTHLY:—About fifteen years ago I received the following orders:

Order No. 1, at A.—

"C. & E., TRAIN 10, A.:—Do not pass B. until this order is made void.

"DISPATCHER."

Order No. 2, at B.—

"C. & E., TRAIN 10, B.:—Order No. 1 is void. You can have until 10 A. M. to make for C. for special north.

"DISPATCHER."

No. 10 could not make C. on the order, and the following was given:

Order No. 3, at B.—

"C. & E., TRAIN 10, B.:—Order No. 2 is void. Meet special north at B.

"DISPATCHER."

The question is: How is train 10 to leave B. without further order, as they have orders not to pass B. until order No. 1 is made void, and order No. 2 makes it void, while order No. 3 makes No. 2 void? I refused to leave B. with train No. 10 without further orders making No. 1 void again.

K.

In reply, it is the opinion of the MONTHLY that the action of our correspondent in refusing to leave B. without further orders was all right as a matter of precaution only; as a matter of fact, train 10 had a right to leave, regardless of any of the above orders, as soon as special north arrived.

Order No. 2 made order No. 1 void—that is, the same as if it had never been given; order No. 3 made No. 2 void, and the same as if that had never been given; and the effect of all three orders was simply as if order No. 1 had been: "Meet special north at B." In the opinion of the MONTHLY, there is no opportunity for misunderstanding in the matter of the revival of an expired or recalled order; as a matter of fact, there is misunderstanding on the point, and consequently a conductor should, if he has any doubts as to the intention of the dispatcher, "take the safe side."

*RULES AND SIGNALS.*

ST. ALBANS, VT., Dec. 9, 1886.

EDITOR MONTHLY:—Since you invite discussion on code of rules adopted by the general time convention in New York, Oct. 13, 1886, I venture to show my ignorance. First Rule 16, while I am aware of the importance of all conductors and engineers having reliable watches, I know of cases where men have been sent out in charge of trains and engines who had been working for five or six years as brakemen or firemen, who could not support a family and buy such a watch as is recommended. Therefore I suggest a remedy. Let each R. R. Company furnish such men with a watch until such time as he can procure one himself. The Central Vt. R. R. have I think sixteen watches which they lend to their conductors and engineers on the following plan: A conductor takes a watch; it is charged to him, the company takes his note for the cost of the watch without interest. When he surrenders the watch they give him his note. The company keep the watch in repair at all times.

Second, I think in their signal rules, a signal for orders ought to be used, for instance a green signal displayed at a station signifying orders. So far as station signals are concerned, red and white are sufficient; red to stop, and white all right, and green for orders. Then when train men are signaled they know precisely what is required, need ask no questions or be told anything, but when green is shown repair to telegraph office at once. I think that rule 50 is a very good one, for often when passenger trains are

carrying red signals and meeting trains where they do not stop, this signal when answered is safe and sure, and saves time and trouble. But it ought to be used for red signals only except where some other color gives following train right of track over train running in opposite direction. Rule 56 could be improved by adding to be answered by two short blasts of the whistle, for often it is impossible to signal the engineer, therefore if he does not answer you can take other measures to stop before it is too late. Rule 86 might be improved on it seems to me, by having it read as follows:

All trains have right of track to regular meeting place with trains of same class unless otherwise ordered.

Rule 87, when trains of same class meet, train first arriving takes side track at first switch, I think would improve this rule somewhat. Rule 107 and 108, with us no train loses its rights until twelve hours late, and train falling back on time of train of same class has same right as before, but must protect themselves in rear. I cannot quite comprehend Rule 110, or see why trains passing should take number of train passed it at a telegraph station; without doubt you would get orders to pass them and would proceed on your own time. If where no telegraph, why pass them and notify train dispatcher or superintendent at first telegraph station, also notify all trains met who and what you are. Rule 114, if signals are carried the dispatcher or superintendent gave the order as to color and to what point, therefore why notify him or them again, for if you obeyed orders they know you took them down, but you must inform some one who is responsible at the place you took down signals, what color and for what carried. Who better than the operator who must display a green signal (signal for orders thus insuring himself that every conductor and engineer will repair to his office at once) where he can inform all trains running in an opposite direction nature of signals shown and taken down at his station. I think the part of rule 119 which gives an employe a chance to leave a switch with some other competent employe a bad thing, for there may be a difference of opinion in regard to a man being competent. I think whoever opens a switch ought to see it closed every time. There are other things I might mention but I will let some one else help me out, as I think I have shown my ignorance quite enough for once.

Yours truly in P. F.,

N. E. D.

### A MAD ACT.



SPEAKING about Jim Goodson reminds me of his sad fate. Did any of you ever hear of it?"

"No," we chorused.

The speaker whose remarks open this little sketch, was seated on a dry goods box one Sunday afternoon, a week or so after the "Fireman's Story" that appeared in *The Wanderer* a few months ago. He was surrounded by the same eager crowd of auditors who had listened to other tales of a similar nature at the round-house. After musing a few moments, as though to call up long forgotten memories, he began:

"Poor Jim! He was a good fellow at heart, but whiskey got away with him, like it does with all those who think they can drink it and never feel it. I often wonder why some men love liquor so. I have heard from Jim's own lips the confession, 'Love it? Why, when that desire comes over me I'd go through fire to get it. In fact, I'd do anything to obtain it!' Alas! to be a slave to so base a

passion. How many brilliant young men have I seen laid low, their bright talents trailing in the gutter, their intellectual energies dimmed and marred by its fiery tongue! Jim Goodson was as bright and promising a young man as it has ever been my good fortune to see. When he first entered the railroad shops with the avowed intention of becoming an engineer, I had no idea, as I looked at his bright, manly form, that ere many years it would be withered, seared and burnt out with whiskey. I had no idea then that I would be a witness to the mad act that terminated his sad career. Jim Fennessey has already told you of one of the numerous scrapes caused by Goodson's appetite for the ardent.

"After his discharge by the 'Pan Handle' he drifted out West, where he led quite a wild life, sometimes running a train, sometimes mining. Finally he came back to the States, and found a position on the Pennsylvania Central Road from Altoona to Harrisburg, as a freight engineer, and as I was on the same section I saw him frequently. For a long while after he began on this road he ceased drinking, and I was hopeful that he had stopped altogether. But it seemed the demon of strong drink did not intend to yield him up without a fiercer struggle than poor Jim could stand; for his wife became sick and died about a year after, and then he began drinking, moderately at first, as many a poor devil has done before and since, with the vain delusion that he can quit at any time. 'Never take enough to make me tight' has been the boastful cry of many a lost soul. No moderate drinker but what thinks at some time, 'Wonder how it feels to fill up once; believe I'll try it. No danger of my ever doing so again. Oh, no, I've too much will power for that. I know how to control myself.' Poor, deluded mortal! The rum shops, the inebriate asylums, and the grave are full of such as you. But enough. Jim drank heavily every day, yet was always able to take his train out, and strange to say no accident ever befell him. That he might not have gone on a drunken debauch may be possible. But inexorable fate was pursuing him. About six weeks after his wife died there came a fellow by the name of Turk Ellery to see him. This man Jim had met somewhere in the West. Immediately on his arrival Jim asked permission to lay off for a few days, and it was granted him. Then the two disappeared together, and were absent for about five days. Then when I pulled out my engine (I run the fast line then between Harrisburg and Altoona) to couple onto the train, I saw Jim and his companion come out of the station, and they were both very full. Jim lurched heavily from side to side, and had to lean on his comrade for support. I watched them as they got onto the train. They entered the last coach and sat down on a seat where Ellery, from what I learned afterward, fell asleep. Not so with Jim, however. He was not to sleep any more in this world until he plunged into that sleep that knows no waking. He was fidgety and restless, could not stay anywhere, and I told my conductor to keep an eye on him, for I feared the poor fellow would get the 'jams' and jump out of the window or off of the platform. For awhile after we started he seemed to quiet down, but not for long. Soon he started up and awakened Turk. For a few moments they conversed in an under tone then they started for the back door and went out onto the rear platform of the car, and despite the efforts of the conductor there they staid. The conductor, knowing that I was one of Jim's best friends, thought that I might have some influence over him, so came forward after me and implored me to go back and see what I could do with him, as he feared Jim would attempt to jump from the train. I went back, and as I opened the door and stepped out on the platform I saw a sight that drove the blood in a cold wave to my heart. Jim was hanging onto the train with his feet dangling toward the track, and making frantic efforts to plant his feet on the ties, while Turk was standing on the lowest step just in the act of jumping. I yelled at Jim and sprang forward to grasp him, when to my horror he let himself go, while at the same instant Turk's body shot through the air and landed headforemost in a mud hole, into which he sank until nothing but his legs stuck out! As for Jim, you can easily imagine the result (we were going at the

rate of fifty miles an hour). His head struck a tie, and—but—anyhow he was stone dead when we picked him up. Turk was fished out of the mud, and after throwing up a couple of pounds of mud, was soon all right again. But I'll never forget his look when he saw the pulpy mass that had once been the head of Jim Goodson. It sobered him completely, and from that day to this Turk El'ery has never drank another drop.

"Such, boys, was the fate of poor Jim."—*E. W. Keeney in The Wanderer.*

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### MUTUAL AID AND BENEFIT CONVENTION.

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We give this month the remarks of Bros. Wheaton and Coman at the Mutual Aid and Benefit Convention, which was held in this city in November—want of space preventing their publication in the December MONTHLY.

"MR. PRESIDENT, LADIES AND GENTLEMEN:—For this infliction you can thank the president. I came into this hall as a visitor, not expecting to say a word. I was very much interested in the annual address, which my worthy associate, Mr. Sears, was to make before this convention, and I desired very much to hear it. I was kindly invited to take a seat by your president, and now I am before you. I shall endeavor not to detain you long, and hope to say a little something to interest you, and will try not to bore you. My memory runs back two years, and I find myself standing before the Mutual Aid and Benefit Association at their annual convention. I listened attentively to the proceedings that were then and there had for the benefit of the conductors of the country. It is hardly worth while for me to say that I am interested in the welfare of conductors in this country, and I really wish that I had the ability to make them as much interested in their own welfare as many of their associates have been in their welfare. We as conductors are surrounded by a great many peculiar circumstances. We are, in fact creatures of circumstances. Our training from our first entrance into the service on up until we sever our connection with it, is a system of training surrounded by peculiarities. Among the peculiarities we find great danger, and it is a source of comfort to be, and a source of pleasure to know, that there are a large number among the conductors who are mindful of this fact. If it were not so, you would have no Mutual Aid. We would have no Old Reliable. We would have no Order. But we have all three, and from the statistics of these organizations, if you will take them up and carefully con them over, you will be surprised at the lessons you will learn. In the United States and Canada there are about 40,000 conductors in the various gradations of the service. Take, if you please, the various insurance organizations which to-day are in existence in this country, and how much do they aggregate? Less than 7,000 conductors are interested directly in their own welfare and that of their associates. I leave it to you, as intelligent men, if there is not lots of opportunity for some good missionary work. I believe if ever there was a cause that is just, it is the cause of the benefit of the conductors of this country, and I believe that these mutual gatherings, coming together from all parts of the country and mutually discussing matters which are for the interest and betterment of our condition, are beneficial more than we know.

"I am pained to know that your organization is not fully represented. I believe it to be the duty of every man upon the line of road where he is working and is a member—and every man ought to be a member of some of our insurance associations—to interest himself in seeing that a representative comes up to the annual meeting and spends at least two days of his time, be it ever so valuable, in devising ways and means from which he and his associates may derive a benefit. He and his associates, did I say? Yes, and behind that there is that which, if there be humanity in man, ought to stimulate him to an action beyond even that which would be called a manly action, in the pro-

tection of those whom he has sworn at the sacred altar to love, cherish and protect. Yet we are confronted every day all over this country with the fact that a conductor can manage a company's business for years, and do it successfully, and never fail in a duty, yet when insured in a grand insurance association, for a simple act of negligence he is dropped from the roll, and then there comes to the association a claim which ought to be paid, but the law precludes any possibility of its payment, and the loved ones are deprived of the benefit. These are pictures as familiar to the board of directors of these various insurance associations as their everyday life. They are occurring almost daily. Why is it then, I ask, that conductors will transact other people's business with exactness, and neglect their own? I regret that there are not a large number of the ladies present. There is upon their part an opportunity for work, and they should insist that when they are protected, that protection shall continue through the period of their lives; and I tell these conductors all over the country: 'Put that policy in the hands of your wife, hand her the money each time, and say to her: Look out for this,' and you will never become delinquent in the insurance that you are a member of. This, I believe, is the key. The trouble is, we go up to-day, and down to-morrow in the same old rut, day after day. Take out the notice; five days I will think of it; ten days elapse, and you are dropped. That is just the way it is done. Put off until to-morrow that which I conveniently can, and the morrow will never come. If it were right that I should, I could bring directly before the faces which are now in front of me, some pictures which I have seen during the last two years, which I believe would be beneficial in the long run to you as conductors. What I have to say to you as men and brother conductors is this: Look well to your own interests in our insurance associations. They are for your benefit and that of your associates. When your secretary, Mr. Huntington, sends you an assessment, and you receive it, it is due—not thirty, forty, fifty or sixty days from that time; but when you get the notice it is due. Attend to it promptly, and then it will be off your mind, and if trouble comes to you, your families will be fully protected. Make this your business—your own protection. When you have protected yourself, go to your brother conductor and ask him if he is protected. Show him the benefits of the insurance of which you are a member; induce him, if possible, to protect his family in the same way. Do a little missionary work for your organization, and the future of your organization will be brighter far than you can imagine.

"I notice in our meetings that we come to the association room, say this morning, and we spend a while pleasantly, and then we adjourn, and to-morrow we bring up the Constitution and By-Laws, and we look it over, and we adjourn. Conductors in our associations do not give time enough to the full consideration of their situation and their insurances. To-day we are all young, with the exception of some half a dozen members. The Mutual Aid and the other insurances are sufficient for to-day. What, I ask you, ten years from now, when your heads and mine will be white, perhaps, and we not in a position to carry the insurance that we are to-day, but perhaps in different circumstances, what of us then? This is a question which interests you. We expect you to be train conductors ten years from now. We expect you to be healthy and carrying forward your business. We expect you to desire the benefit for your wives, for your families, and for yourselves. What of it at that time? We, the conductors of this country, have intelligence enough to devise insurance ways and means that we may meet that which will be expected of us in the future. I believe we must all learn a lesson that to-day we are an association; but what of the future which we must look forward to? There is very little encouragement for me to pay the assessment of to-day if I have no guarantee that should I be crippled ten years from now, or be taken away, that my family will receive compensation. I ask you the question: What guarantee have you ten years from now? This is a question which we as conductors must grapple with sooner or later, or our insurance will fail.

"Another matter is this: The cry is that we must protect the organization, and we devise laws and ways and means to protect the organization. What of the member? Where is his protection? Look carefully over your constitution and by-laws; look carefully over the constitution and by-laws of any of our mutual associations, and you will find that the main drift of those laws is to protect the association. You should insist that while the association should be fully protected, you, as members, should receive your legitimate share of protection.

"I am pleased to note in your annual report your continued prosperity. You certainly have my best wishes, and anything that I can do to assist you in the matter of conductors' insurance, I am always ready and willing to do. My labors are for the conductors of this country. During the year that has just closed the various conductors' insurance associations have paid for charity, distributed broadcast through this land, over \$175,000. Can you count, the good that amount of money has done all over this country? Another point in regard to the payment of assessments is this: I see the member getting his assessment notice, and he takes it out of the envelope and he reads it. 'Three dollars—five dollars; that is getting pretty high; I can't stand it; I guess I will have to drop this right away; assessments are coming pretty thick, and I can't stand it any longer.' When you stand there and soliloquize in that way, there are perhaps two names upon that assessment. When you look at those names, think where your two dollars and fifty cents will be placed. Imagine the picture that is behind that name. Consider it carefully and well, and after considering, if you feel that you begrudge that wife and those children that two dollars and a half, don't pay it. But if you feel that you, as a man in the full vigor of your manhood, can afford to hand two dollars and a half to that widow, go and do it. And if you only take this view, your secretary, Mr. Huntington, will not cross your name off the book.

"I leave these few thoughts with you for your benefit. I trust they will be instrumental in starting a new train of thought in you. I believe in making this a matter of interest—and personal interest. I believe in endeavoring, as fully as we can, to protect one another in our calling, and through our insurances, and behind us, and greatest of all, our families. I thank you for your attention."

Mr. Coman said:

"MR. PRESIDENT, LADIES AND GENTLEMEN:

"This is certainly an unexpected compliment to me, to be called upon to address this meeting, and I hardly know what to say or how to say it. I certainly feel debarred from talking on the subject of insurance, for that question has been ably handled by those who have made a study of insurance on the mutual aid plan, and they have given not only to this association, but to various conductors' insurance associations, the benefit of their labor and experience. Therefore I have not the assurance to address this meeting on that subject. I have my manuscript with me, and I will confine myself to the manuscript. (Laughter.) I have been a member of this association for the past ten years, though I have never acted in the capacity of Local Secretary, and I have noticed the reluctance with which some of the members pay their assessments. Now, I am going to make an assessment upon you here of your attention for a few moments. The ladies, I know, will pay without any reluctance (laughter); for the fact is it is the only assessment you will have from me, and if you cannot find any benefit in what I say, do not consider the policy canceled, but continue your membership in this association and your attendance at its meetings. (Laughter.) That is where I get a rest. (Laughter and applause.) The members I know will pay this assessment, from the fact that it does not cost them two dollars and fifty cents (laughter), although they may feel that they have paid double that amount in mental anguish while listening to this oration (laughter); and I desire all those who view the matter in that light to step up to the Grand Secretary here and give him two dollars and fifty cents (laughter) and then retire, giving yourselves credit for that amount.



"I have also noticed how some of the members grumble on paying a double assessment. I might say that I have wandered somewhat from my subject (laughter), and it is a great matter of surprise to me to think that the audience have not wandered from the hall in the meantime (laughter), so we will return again to the subject. I was speaking of the reluctance with which the members pay their assessment. Why is this? The sooner we pay the assessments the quicker our Secretary can pay the benefit. I also notice how some of the members grumble in paying a double assessment. I can account for it readily on the principle of a double assessment, like that of the father who was told by his mother-in-law, in a whisper: "It is a boy." (Laughter.) The proud father jumps and leaps for joy in his happiness. Soon the doctor enters the room where the almost crazy father is, and, laying his hand upon the happy man's shoulder, looking him sternly in the face, with a sort of last summer expression, he says: "Young man, it is twins." (Laughter.) Now, I hope you can see the point in the illustration. (Laughter.) That father has always had my sympathy (laughter), not because I have had twins myself (renewed laughter), but for the fact that he, like a great many conductors, is not prepared for twins (more laughter), neither in assessments nor families.

"The local secretaries receive no compensation other than the fact that they know they and their brother conductors are assessed to lay aside twenty-five hundred dollars for the loved ones who bid us good-bye as we start out on our run, which frequently ends in eternity. Therefore we should be prompt in paying our assessments and rendering to those secretaries a kind, hearty co-operation that will make their task one of pleasure, rather than like that of the collector who goes round in midwinter trying to collect bills for last summer's ice. (Laughter.) I will go a little bit further on this assessment plan. I notice that some members look very queer when they pay an assessment, and I have never been able to judge from their expression whether they were mad because a late brother dies before them and that they are permitted to live to pay the assessment.

"There is also another feature of this insurance association to which I desire to call attention: Should a member become maimed by losing a hand, foot or arm, he receives a benefit of twenty-five hundred dollars. I have just added an amendment to the constitution so that if I talk an arm off any member, he can step up and get the assessment." (Laughter and applause.)

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### ELECTIONS.

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EDITOR MONTHLY:—As it has been some time since we have seen anything in the MONTHLY from Vermont, I will write a few lines. On Dec. 3 came our regular meeting and we elected the following officers:

E. D. Nash, C. C.  
C. Rollo, S. and T.  
B. H. Murray, J. C.  
P. H. Assett, O. S.

J. C. Sweeney, A. C. C.  
J. C. Donahue, S. C.  
Joe Willett, I. S.

These being duly installed by Bro. F. W. Flint, entered upon their duties at once. We also elected E. D. Clark as delegate to Grand Division, and I hope we shall not regret our choice. We have now forty-five members, all good and true brothers, and everything lovely as far as I know. The freight boys are having it a little rough just now on account of a cold snap, 15 degrees below zero, to-day, rather cold for first dose, but we get used to it soon; we must as there is no other way for us. We all wanted to go to Albany to meet Bro. Wheaton, but all staid at home. Yes, all but one. Bro. Farley got there Ell, as he usually does with both feet, and when he arrives with both feet he has come to *stay*. So you might as well open your spare chamber and make

no comments, for as I said he has come to stay *sure*. I do not know of anything now of interest to the boys. So I will close with best wishes for all. I am

Yours truly in P. F.,

N. E. D.

DENVER, COL., Dec. 13, 1886.

At special meeting for election, held Dec. 12, 1886, the following brothers were elected for 1887:

Geo. M. Shute, C. C., 1743 Curtis st.

C. C. Graves, I. S.

F. P. Silvernail, A. C. C.

W. T. Jefferson, O. S.

Ed. J. Stout, S. and T., 153 16th st.

F. P. Silvernail, Delegate.

J. H. McClure, Correspondent.

E. S. Hoskins, Alternate.

J. W. Ryan, S. C.

C. D. Osgood, J. C.

Yours in P. F.,

ED. J. STOUT.

MILWAUKEE, WIS., Dec. 5, 1886.

EDITOR MONTHLY:—To-day was our election of officers, and the ones elected are the ones that will keep the record of 46 at par if not above. The officers are the following:

C. C.—W. B. Woolford, Wis. Cent. Line.

A. C. C.—C. H. Averill, Chi. d.v. C., M. & St. P. R. R.

S. and T.—Al. L. Vannaman, Milk & Water Consolidation Line.

S. C.—Sylvester Sykes, C. & N. W. R. R.

J. C.—W. H. Sherman, Mil., L. P. & W. R. R.

I. S.—D. A. Haight, Pra. Du Chien div of C., M. & St. P. R. R.

O. S.—Geo. Kuhns, C. & N. W. R. R.

T.—J. H. Dower, three years, C. & N. W. R. R.

And the last but not the least, W. D. Seese, Delegate to New Orleans.

One whom we look upon as a delegate to be gifted with great *bill of stility*, and one whom in no way will let the duty of delegate drag for the want of attention. Don't want you to think that you will cut his eye teeth at his first appearance in the Grand Division, for Div. 61 did that last summer, and 46 felt that it had better let the Grand Division take a hand, so we will commend him to your care in the month of May in that section of the country, where Minnesota dusters are not known.

Div. 46 had forty-one applications for membership during the last year, of which four were rejected; twenty-five have taken out the insurance in the last year; during the year four have withdrawn to join other Divisions where they are at work. Our financial department is in a flourishing condition; all the dues but from three members are paid, out of 123 members. We have been very successful in the last year in regard to trials; we have been very lucky in that direction; we have not even had a reprimand, but I am afraid that the same cannot be said of next year, for some members of the Order try and see how disgraceful they can make themselves, and the sooner we draw the expulsion rein on them the better name the Order will have. As this is my first letter I will close.

In P. F.

ONE WHO KNOWS THAT IT DOES NOT COST A CONDUCTOR  
ANYTHING TO BE A GENTLEMAN.

At the annual meeting of the Kaw Valley Division No. 55, Order of Railway Conductors, the following officers were elected for the ensuing year:

Norman Watkins, C. C.  
 J. C. Greenman, A. C. C.  
 A. W. Williams, S. and T.  
 S. McGonigal, O. S.

J. C. Woodington, S. C.  
 W. H. Hoover, J. C.  
 H. Gilbert, I. S.

Mr. Ed Coman, P. C. C., of the Order, in retiring delivered the following address:

*Officers and Members of Kaw Valley Division:—*

With this meeting closes another year in the history of our organization, and we are assembled here to-day to elect officers for the ensuing term. The past year has been an eventful one to our association. First, let us thank the Grand Chief Conductor of the Universe for His mercy in watching over us in our dangerous calling as conductors. We closed the previous year with the death of five members in our Division. We are permitted to close this year with the loss of but two members. And they, thanks be to God in His infinite mercy, were permitted to end their earthly runs—not on their trains—but at home on the bed of sickness, surrounded by relatives and friends. And in connection with the death of our late brothers, Stalker and Clark, I regret to say they had neglected to enter our insurance department. How can we set aside \$2,500 for our families for a less sum than it costs to be insured in our Order? Should we, in starting out on our trains, bid our loved ones good-bye for the last time, think what a help that would be to our families. Or should we return home crippled or maimed for life, think how \$2,500 would aid us in starting in some light business suitable to our maimed condition. Let me say to those who are insured: Do not, I pray of you, allow yourselves to become delinquent. To those who are not insured, do so, I beg of you, as soon as possible. During the past year our Division has prospered in membership to such an extent that we are still the banner Division, being the largest Division in the Order; which to ourselves is not surprising, when we consider that we are located at this great railroad center. We have during the past year cared for a large number of sick brothers, not only of our own Division, but of our sister Divisions. We have secured employment for a large number of members representing a goodly number of Divisions. These brothers seeking employment, were attracted to our wonderful city on account of its wide reputation as a great railroad center and in connection with this statement, let me say it is incumbent on us to see that our membership is of a high moral standing as men, and with the highest practicable ability as conductors, so that in presenting a member of our organization to any official we can safely say he is a man in all that the term implies, and a conductor capable of discharging any trust assigned to him, with credit to himself, profit to the company in whose service he is engaged, and honor to our organization. We have during the past year purchased a burial lot in Union cemetery, and have laid to rest therein our late brother, E. M. Clark, and I blush to say there is nothing to mark or indicate that it is the last resting place of our brothers who have made their last runs. And we should see to it that the said lot is inclosed with a suitable fence, and a monument erected to commemorate the memory of our departed brothers. Let me suggest a plan whereby we can accomplish this end without taxing our Division treasury, and at the same time aid materially in defraying the expenses of our grand Division. There is a CONDUCTOR'S MONTHLY published by our Order.

We have close on to 11,000 members in our organization, and a circulation of a little over 6,000 copies of our magazine, and less than one-half that number of subscribers are members of our Order. The magazine is the equal—if not the peer in matter and appearance—to any similar publication. The legal department in our MONTHLY is worth double the price of subscription to any conductor who desires to run his train for the best interest of his company, giving the greatest amount of satisfaction to his passengers, with the smallest amount of litigation to his company.

Now my idea is this: The editor of our MONTHLY offers a cash premium of twenty-five cents on all subscription lists of fifty and over. Let us then go to work as a unit for

our magazine. First subscribe ourselves, then canvass our friends and acquaintances and especially those whom we trade with, turning over all money and names to our local secretary, who shall hold in trust the cash premiums as a fund to fence and beautify our burial lot and erect a monument thereon. If the brothers will aid me in this most worthy object I will guarantee twenty-five subscribers myself.

Our meetings during the past year have been but fairly well attended. Our list of visiting members has exceeded last year by 60 per cent. Now every member of this Division who has the interest and success of our meetings at heart, or, perchance the reclaiming of some wayward brother who has strayed from the main line of morality to the branch line of intemperance, and the moral as well as the physical and financial success of our whole Order, should make some effort to meet with us and assemble with his brothers around our altar, and join us invoking the blessing and protection of Him who holds all railway systems, as it were, in the hollow of His hand. The principles upon which our organization were founded—a strictly non-striking, moral, temperate organization—were signally exemplified during the great strike on the Gould system. Little did the originators of a non-striking railway conductor's organization think as they met in Mendota, Ill., in 1868, when they rejected the watchword strike, and advanced to that high, intelligent plane of selecting for their motto, peaceful, gentlemanly arbitration, whereby all differences or grievances existing between the conductor and his officials can be adjusted without blocking the wheels of traffic, and with justice alike to the company and the conductor; little did they think these principles promulgated eighteen years ago as the foundation of our Order, would be the bulwark raised in the late strike, behind which not only the Missouri Pacific officials, but all railway officials, as well as the law abiding portion of the public, arrayed themselves in confidence—and that bulwark withstood the fury of that labor storm and stemmed the tide of that great strike, which had for a time paralyzed the commerce of a large portion of our country. And I am proud to say, without fear of contradiction, that the Divisions of our organization on the line of the Gould system had the courage to proclaim to the public our non-striking principles, and the manhood to carry out those principles by immediate action. That our conduct during that period was not only duly appreciated by the railway officials throughout the land, but the public as well. I need but call your attention to the banquet at Moberly, last May, tendered by the shippers along the line of the Wabash railway to the conductors for their loyalty to the company and their courage in going to St. Louis, and by switching and making up their trains succeeded in breaking the blockade. Let me also call your attention to the public reception given to our organization by the railway officials and citizens of Beardstown, Ill., on Sunday, June 13, last. The Illinois Divisions had special trains tendered them from Pana, Galesburg, and St. Louis, and I might say the "whole town" was at the depot to receive us and bid us welcome. The generous welcome extended to us by the Rev. Mr. Gough, and the grand indorsement of our principles in such well chosen remarks by Superintendent W. C. Brown, of the Chicago, Burlington & Quincy railway, will stimulate us to continue on our course, endeavoring to elevate our members to a higher state of morality and intelligence in the discharge of our duties to ourselves, our companies and our God. Now, my brothers, in behalf of your retiring officers, permit me to thank you, one and all, for your attendance, support and encouragement bestowed on us during the past year; and I earnestly bespeak the same kind and brotherly treatment for those who will as your officers commence the work at the station where we, your retiring officers, have stopped. Let us continue on in this good work, and each one here to-day resolve to do his part, perpetuate our noble organization. Strong in its principles, strong in its membership, strong in the estimation of the public and the railway officials, and when the time comes for each and every one of us to answer the summons from the Grand Chief Conductor of the universe, I pray that we may all feel happy in the knowledge that we have done our duty as citizens, as conductors,

and as members of our Order, so that the conductors yet unborn, when they shall enter the temple of our Order, and with heads uncovered, they shall send on a tablet the names of the founders of our Order, and of those who have devoted their time and labor for the good of the organization and its members, they will say, "Well done thou good and faithful brothers. You have created, fostered and handed down to us the organization in good condition and smooth working order. You have made a schedule for us through life, and on it you have marked in heavy type the stations where you have met danger; you have made a chart to govern our speed so as to avert reckless running and the dissensions that at one time threatened the existence of our Order. What greater distinction can any member ask than to have his name engraved on such a tablet as one who had labored to leave such an inheritance to generations of yet unborn conductors who have not taken their run in life, much less their trains. Let us unite in a silent resolution that we will labor not for our individual names, but that the inscription shall be "Kaw Valley Division No. 55."

SEDALIA, MO., Dec. 14, 1886.

At the regular meeting of Div. No. 60 held Dec. 5, the following officers were elected for the ensuing year:

O. E. Parsons, C. C. 710 East 4th.	J. H. Lofferty, A. C. C.
B. F. Blythe, S. and T. cor. 3d and Quincy st.	H. S. Feldot, S. C.
L. Barnard, J. C.	S. J. Lovitt, I. S.
J. H. Spangler, O. S.	F. L. Meade, D. to G. D.
F. Liphard, A.	

We had a very interesting meeting. Bro. Ed. Coman, from Kansas City Div. No. 55, installed the officers, assisted by Bro. H. Hurty, of Elmira Div. No. 9, who acted as Marshal. I am getting up a list for the MONTHLY; will send it as soon as completed. Am in hopes to get fifty names.

Yours in P. F.,

O. E. PARSONS.

N. B.—I should have written you before, but have been on the sick list.

KEOKUK, IOWA, Dec. 6, 1886.

EDITOR MONTHLY:—At a special meeting of Griffin Div. No. 66, O. R. C., held in their hall, Sunday, Dec. 5, at 4 P. M., the following officers were elected for 1887:

H. Cellyham, C. C.	J. E. Benbow, A. C. C.
J. R. Roberts, S. and T.	J. R. Williams, S. C.
J. F. Wycoff, J. C.	M. C. Thomas, I. S.
A. G. Daniels, O. S.	F. M. Saunders, T.
J. R. Roberts, D.	J. E. Benbow, A.

The officers-elect were duly installed by D. D. G. C. C., L. R. Carver, of Div. 38, Bro. C. L. Brown, of Div. 38, acting as Marshal. J. R. Roberts was also elected as correspondent to the CONDUCTORS' MONTHLY.

Yours truly in P. F.,

J. R. ROBERTS, S. and T. Div. 66.

SAVANNA, ILL., Dec. 19, 1886.

At a meeting of this Division, held to-day, the following officers were elected and installed:

E. B. Carr, Chief Conductor, P. O. Box 968, Freeport, Ill.

A. E. Hodges, Secretary and Treasurer, Savanna, Ill.

E. B. Carr, Delegate to Grand Division.

T. E. Johnson, Alternate.

Yours as ever in P. F.,

E. B. CARR.

WINSLOW, ARIZ., Dec. 6, 1886.

EDITOR MONTHLY:—At a meeting of the Division December 5, the following officers were elected:

Thos. Gilluley, C. C.

D. W. Sefton, A. C. C.

L. W. Roberts, S. and T.

T. J. Pomeroy, S. C.

A. R. Jones, J. C.

F. P. Secrist, I. S.

J. F. Brady, O. S.

L. W. Roberts, D.

Yours in P. F.,

L. W. ROBERTS, S. and T.

BLOOMINGTON, ILL., Dec. 12, 1886.

At the regular meeting of this Division the following brothers were elected as officers for ensuing year:

John H. Weed, C. C.

F. P. Butterfield, A. C. C.

John H. Ruben, S. and T.

James C. Hurley, S. C.

John A. Beck, J. C.

Emerson Roberts, I. S.

Thomas E. Burns, O. S.

Joseph B. Holmes, T.

John H. Weed, D. to G. D.

James C. Hurley, A. to G. D.

Yours in P. F.,

JOHN H. RUBEN, S. and T.

AURORA, Dec. 17, 1886.

The old maxim of "Better late than never" is presented, and the following is submitted without further apology:

Last Thanksgiving night the celebration of the third anniversary of Belknap Division No. 96 occurred, and an evening which will long be remembered by all participants, for its many pleasant features. Owing to a heavy press of business on the road, not as many of the brothers were present as would otherwise have been. Yet our highly esteemed Superintendent, Mr. Alexander, and Mr. Cullinane, our train master, have the thanks of the Division for the interest they manifested in letting as many of the brothers "lay off" as possible.

Dancing, progressive eucher, and various other social games were indulged in, while a quartette composed of Mrs. W. B. Lindsay, Mrs. W. S. Kirby, and Brothers Mahone and Kirby, very ably aided by Mrs. B. F. Reynolds as organist, rendered some choice selections of music. A duet by Mrs. Lindsay and Bro. Mahone, and a solo by Mrs. Owens were highly appreciated by all. The rehearsals by Miss Barrett, Miss Judd, Miss Daniels, Miss Nall, and Master Wedge, were excellent, showing fine talent and careful training. Bessie Mahone, only five years of age, wound up the oratorical part of the programme with a little speech entitled "Grand-Pa's April Fool," which coming from one so young, was truly laughable. Brothers Wedge and Rossetter then concluded the musical part of the entertainment with a duet, in which both showed great musical ability. The music was arranged by Bro. Wedge, and the words composed by Bro. Rossetter, and as it is copyrighted we dare not give it away.

At 10:30 o'clock supper was announced, and the entire party repaired to the European Hotel, where a splendid banquet awaited them, which was greatly enjoyed by all. A most pleasing episode occurred while at the table. The young lady who accompanied Bro. Tannery, was lamenting the fact that her education in the culinary art had been greatly neglected, therefore she felt backward about getting married. Bro. T. however, consoled her by saying, "that she need not worry on that account, for if she married him she would have nothing to cook, as he was only a conductor, and his salary was not very large."

Messrs. Hick & Myers, the gentlemanly proprietors of the "European," deserve great credit for the excellence of the repast, and the artistic manner in which it was served. Bro. Wm. Lindsay, of No. 1, and Brothers Garrity and Prentiss, of Division 83, honored us with their presence, and some of the ladies with whom Bro. Garrity played eucher, thinks him quite an expert with the "papers." We regret that there were not more visiting brothers present, for we assure all that they are welcome at any and all times.

Our election and installment of officers occurred Dec. 12, when the following brothers were chosen for the ensuing year:

F. H. Reese, C. C.	C. D. Judd, A. C. C.
C. D. Rossetter, S. and T.	B. F. Reynolds, S. C.
H. A. Mahone, J. C.	P. E. Coster, I. S.
W. F. Tannery, O. S.	

Thus we have a corps of officers that any Division might be proud of, and under whose administration we are sure to prosper. Brother Reese was our chief during the past year, and his thorough discipline and untiring energy in promoting the good of the Order, warranted his re-election. Brother Rossetter has been our Secretary and Treasurer ever since the Division was organized, and has been so faithful in the discharge of the duties pertaining to the office, that he could bring nothing to bear that the brothers would accept as an excuse why he should not act another year, although he tried hard to be relieved of the arduous task.

A dispensation from the Grand Chief Conductor for a public installation was obtained, and in the evening the newly elected officers were consigned to their respective stations, in the presence of quite a number of the brothers' wives. Brother E. H. Belknap, senior member of the Grand Executive Committee, kindly acted as installing officer, and in his usual easy and impressive way went through with the work to the entire satisfaction of all. At the close of the installation ceremony, Bro. Belknap delivered a short but pointed address, in which he convinced the ladies present, that there was no organization in existence which excelled the Order of Railway Conductors. He also desired the brothers to be very faithful in the performance of the good work upon which they have entered. At the conclusion of his remarks, an elegant collation prepared by the ladies was partaken of, after which an hour or more was spent in social communion, when all retired to their respective homes, feeling that they had enjoyed both a profitable and pleasant evening.

Belknap Division No. 96 was organized Nov. 23, 1883, with seventeen charter members. Now it has an enrollment of sixty-six members in good standing, forty-one of which have policies in the insurance, thus making preparations for the maintenance of their loved ones, should anything befall them, which might summon them to surround the Grand Altar on high. W.

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MINNEAPOLIS, MINN., Dec. 5, 1886.

EDITOR MONTHLY:—The third annual election was held to-day by Minneapolis Division No. 117, at their hall 220 Nicollet Ave., with the following result:

A. F. Marsh, C. C.	M. P. Benson, A. C. C.
W. W. Flack, S. and T.	D. J. Maloney, S. C.
R. C. Anderson, S. J.	W. McSweeney, I. S.
Chas. Fitzgerald, O. S.	

Meetings second and third Sundays every month; all brothers are welcome. Every one awaits with pleasure the social event of the season. I have reference to our third annual ball to be given at the West Hotel February 17, 1887. All arrangements are perfected so as to assure our patrons of a very pleasant time. You shall hear from us later.

CUPID.

Macon Division No. 123, Order of Railway Conductors, held a special meeting yesterday for the election of officers for the ensuing year, with the following result:

Capt. George S. Dasher, C. C.	A. N. Kendrick, A. C. C.
J. T. Johnson, S. and T.	W. M. Taylor, S. C.
J. O. Lewis, J. C.	J. C. Warwick, I. S.

J. T. Johnson, delegate to the 19th annual session of the Grand Division, which will be held in New Orleans next May.

This Division has been organized about six months, and has grown rapidly. The Order has proven one that all conductors should join. The insurance feature pays \$2,500 in case of death or total disability, and costs each member about \$20 a year.

The officers elected yesterday are all good men. Capt. Dasher has served thirty years as a conductor on the Southwestern Railroad, and as chief conductor of the Division, will make a popular and efficient officer.

LITTLE ROCK, ARK., Dec. 16, 1886.

The following officers were elected by Little Rock Division 131:

J. Kitto, C. C.	J. H. Keebey, I. S.
W. M. Zimmerman, A. C. C.	E. B. Harrington, O. S.
H. B. Miller, S. C.	E. D. Sill, S. and T.
C. H. Berrell, J. C.	J. Kitto, Delegate.
E. D. Sill, Alternate.	

J. KITTO.

LORAIN, O., Dec. 6, 1886.

EDITOR MONTHLY:—Held special meeting Dec. 5, and elected officers as follows:

B. N. Utterback, C. C.	C. B. Campbell, A. C. C.
J. H. McConnell, S. and T.	O. E. Millar, S. C.
A. G. Quimby, J. C.	G. Maxon, I. S.
H. H. Hollman, O. S.	

Delegate to Grand Annual Meeting, M. J. Courtright, Lake Erie Division No. 193.  
Ever yours in P. F.,

J. H. McCONNELL, S. and T.

CHARLOTTESVILLE, VA., Nov. 7, 1886.

EDITOR MONTHLY:—Not seeing or hearing anything through the MONTHLY from Blue Ridge Division No. 184, in so long a time, I hope you will give me space for my few feeble remarks. Our Division is growing slowly, but surely, and is in a very prosperous condition. We now have about thirty good members. Freight is booming on the N. N. & M. V., the boys all making good time and are consequently happy. Our Division meets in the hall of I. O. O. F., on the first and third Mondays of each month, at 2 o'clock P. M. Yesterday being regular meeting day, the following officers were chosen for the coming year:

J. N. Gentry, C. C.	G. E. Harris, J. C.
S. C. Buster, A. C. C.	R. M. Newcomb, I. S.
F. L. Shaw, S. and T.	M. P. Lynn, O. S.
O. W. Loving, S. C.	A. J. Frenger, C. S.

Our Division will be admirably represented at the Grand Division, which meets in New Orleans in May, by Bro. O. W. Loving. He is a number one man, a fine talker, and a better representative could not have been found anywhere. In case Providence will not admit of his going, Bro. S. C. Buster, a first class man, will go. A better selection of officers could not have been made in any Division. Everything passed off nicely and in "apple-pie order."

At the close of our meeting we enjoyed a barrel of very fine oysters, sent us from the sea shore, by our train dispatcher, Mr. W. A. Lankford, for which he will please accept our thanks. We will not tax your valuable columns too heavily this time, and will close. Will let you hear from us often.

Yours fraternally,

A. J. FRENGER, C. S.



# LEGAL.

Edited by R. D. Fisher, Indianapolis, Ind.

## CX.

*Carriers of Passengers—Infant—Half-Fare—Conductor's Act—Reversal.*—The plaintiff, a child of nine years, in company with her mother, entered the defendant's car, at F., intending to go to M. The mother purchased a ticket for herself, but none for the plaintiff, and though each was provided with sufficient money to pay the child's fare, they refused, upon several demands by the conductor for half-fare for her, to pay any fare at all. The company's regulation, well known to the plaintiff and her mother, required the payment of half-fare for a child between the ages of five and fourteen years.

The conductor having previously warned the plaintiff, removed her from the train at a regular station using as little force as possible, leaving the child upon the platform with her mother, who had followed them from the train. The conductor then told them that upon payment of the fare plaintiff might continue the journey. This they refused to do.

The trial court found the conductor guilty of an assault on the child passenger, on the ground that the statute provided that the only legal method of removing a person from the car for non-payment of fare was by a railroad police officer, whose duty it was, upon the arrival of the train at some station, where such person can be placed under arrest and detention.

The verdict of the trial court was for \$250 nominal damages. On appeal it was

*Held*, That when proper cause exists for removal of a passenger from a railroad train, Pub. Stat. Chap. 112, Sec. 197, does not prohibit the company from putting him off the train at a regular passenger station, *without arresting him*.

2. That where a child of nine years of age enters a passenger train with her mother who had provided herself with a ticket, the child is a passenger, whether the contract, of carriage if any, is made with her, or with her mother, and as such she is not entitled to be carried *unless paid for*.

Judgment reversed.

Beckwith v. Railway Co., Mass. S. C., Nov. 24, 1886.

NOTE.—There is possibly no part of a conductor's duty met with greater opposition than the collection of half-fare from child passengers. Statutes of different States differ, as well as the regulation of different roads. In the case of R. v. Ry. Co., 104 Mass. 117, it was held that the laying of hands upon the child for the purpose of exacting payment of its fare from the person in whose custody it is, is like the seizure of personal wearing apparel, and is illegal.

In the case of Ry. Co. v. H., 18, Reporter 322, it was held that the fare of a child in charge of a passenger, is properly chargeable to such passenger, and if the latter refuse to pay it, *both* may be ejected from the train, though the passenger had paid his fare.

## CXI.

*Mutilated Ticket—Ejection—Damages.*—The plaintiff in this cause of action, purchased from the defendant's ticket agent a commutation ticket from St. L. to J. C., and took passage on defendant's train. The conductor refused to accept the ticket, declaring that it had been tampered with, altered and forged, and in a gruff manner compelled the plaintiff to leave the train. Plaintiff left the train, stepped on the platform, but returned to the train and paid his fare. Soon after and before suit was brought, the company tendered the plaintiff the money paid by plaintiff.

The lower court found that the company was liable for the acts of the conductor, and a verdict of \$500 as damages.

The company appealed.

*Held*, That while a regulation of the company requiring conductors to reject tickets appearing to be altered may be reasonable, and the conductor be justified, yet if the appearance of the ticket was due to a mistake of the ticket agent, the company will be liable for the refusal of the conductor to allow the passenger to travel, and that \$500

damages was not excessive in estimating damages when wounded feelings and mental suffering, caused by indignity and insult, is considered.

Judgment affirmed.

McGinnis v. Missouri Pac. Ry. Co. Mo., S. C. App. 797.

NOTE.—The mutilation of the ticket in this case consisted in the changing of a Figure 3 to 5, and the conductor refused it. The plaintiff alleged that it was just as the agent gave it to him.

It is immaterial as to the good faith and honest belief under which the conductor acted. The company is not excused even where it is shown that the conductor was acting under mistake. (See *Tower v. Grace*, 57 Mo. 22; *Higgins v. Ry. Co.*, 46 N. Y. 23).

## CXII.

*Mistake of Passenger—Wrong Train—Ejection—Evidence—Brakeman's Authority.*—The plaintiff in this cause being in Fort Wayne, started to go to his home in Garrett City by way of Defiance, O. He purchased a ticket at Defiance, and through mistake got on the Wabash train going west. He was told by the conductor of his mistake, and ordered to get off at the first station. This he proceeded to do, but the train was not stopped still, in order for him to get off, and while standing on the platform steps and refusing to get off until it stopped, the brakeman pushed him off. He fell and the injury resulted in the amputation of his left arm. The conductor testified that the plaintiff was not injured by being put off the train, for the reason that he was never on the train and never put off. The brakeman corroborated the conductor.

A verdict for damages was had below, and from a judgment entered upon this verdict the company appealed.

*Held*, That under the Indiana statute where the complaint was for injuries in ejecting a passenger at a particular time and place, it was sufficiently specific, without setting out the kind of train he took passage on, whether freight or passenger, or what servant put him off, whether brakeman or conductor, or what time of the day or night.

*Held*, That while a brakeman has no authority to eject a passenger, yet the company is liable for an injury wantonly inflicted by a brakeman on a passenger traveling on a train on which he is acting as brakeman.

Wabash Ry. Co. v. Savage Ind. S. C., Nov. 1886.

## CXIII.

*Passenger—Pistol Wound—Mob—Company—Liability of.*—This action was brought by Judge Pillsbury, an eminent jurist of Illinois, to recover damages received while a passenger on the defendant's railroad from a pistol shot fired in the midst of a mob, which had collected around the train of said railroad near the city limits in the vicinity of Bridgeport.

Judgment was obtained in the court below for \$12,000, and the company appealed.

*Held*, That railroad companies are not liable under such circumstances, as it is the duty of the police authorities to protect the lives and property of citizens and that railroad companies are not required to provide protection to their passengers against mob violence or disturbances of that kind.

Judgment reversed.

Chicago & Alton Ry. Co. v. Pillsbury. Ill. S. C. Nov. 15, 1886.

NOTE.—A mob is a public enemy, and against such, protection cannot be expected from a private corporation. Had the rioters taken passage, and subsequently become engaged in a riot among themselves, and a stray pistol ball strike a passenger, in such case it has been held that the company would be liable.

## CXIV.

*Moving Train—Evidence—Injury—Negligence.*—Action by plaintiff to recover for injury alleged to have been caused by his leaving the defendant's car while in motion in obedience to the repeated invitation from the conductor to do so.

The evidence in the trial court regarding the statements as to what the conductor

said just before the plaintiff stepped off the car, is in sharp conflict. Several testified that the conductor told the plaintiff three times to get off; while the conductor testified that he said to the plaintiff, "Wait till we stop."

The company pleaded that the plaintiff left the train against the orders of the conductor; was negligent in so doing, and thereby contributed to the accident, and could not recover.

*Held*, That it is not negligence *per se* for a passenger to get off a car that is moving slowly in response to an invitation by a person in charge of the train. But if the train is moving so rapidly as to render it clearly dangerous to get off, the passenger who does is negligent. Where there is doubt as to the speed of the train being so rapid as to make it clearly dangerous to get off, the fact is for the jury. The latter in this case found for the plaintiff, and that finding is here affirmed.

Delaware H. etc. Co. v. Webster. Penna. S. C., Nov. 4, 1886.

#### CV.

*Brakeman—Hazardous Duty of—Low Bridge—Knowledge of.*—Plaintiff sought to recover for injuries inflicted upon him by being knocked from the top of a box car by a low bridge over defendant's track. He had been in the company's employ as brakeman for over two months. His duties required him to be on top of a box car, liable to be struck by bridges over the road so low that a brakeman could not pass under without stooping, of which peril he had all along been well aware.

*Held*, That he could not recover for injuries caused by being struck by one of these bridges—as he had contracted for the performance of the hazardous duties of this employment.

Brossman v. Lehigh, etc., Ry. Co., Penna. S. C. Nov. 4, 1886.

**NOTE.**—In the case of Baltimore, etc., Co. v. Rowan, Ind. S. C., it was held that where a company has constructed and maintained a bridge over its track with knowledge that it is of insufficient height and dangerous to employes in the discharge of their duties, it is liable to a brakeman, ignorant of the danger, who is injured while passing under such bridge in the performance of his duty. The evidence in the case above is meager, for he may have been in the company's employ two months and then been ignorant of the dangerous character of the bridge. The Ind. Court, also that of New York, holds that a company's duty is to construct such appendages and structures in such a manner that its employes can perform the labor required of them with reasonable safety.

#### CVI.

*Brakeman Obeying Instruction from Conductor—Injury—Liability.*—Action for damages resulting to plaintiff on account of his having obeyed the instruction of his conductor who was in charge of the train. The duty demanded of him by the conductor was, that he step from the cars while in motion, in order to couple cars standing on a side track to the main body of the train, coupling being a part of his business, the obeying of such order will not prevent a recovery by him for an injury if he used all reasonable care and skill in so doing.

Central Railway Co. v. DeBray Ga., S. C.

**NOTE.**—The defence set up by the company was that the conductor acted outside the line of his duty in giving such order, and that plaintiff was guilty of contributory negligence in attempting so hazardous a task.

In Iowa, a brakeman was in the habit under permission of the conductor, to get down on the pilot of an engine, step upon the track and run ahead to turn a switch while the train was in motion; he was adjudged guilty of contributory negligence, and could not recover for an injury caused by his falling on the track and being run over by the engine. (See Gibbons v. Chic. etc. Ry. Co. Iowa S. C. June, 1883).

#### CVII.

*Conductor—Skill of—Injury—Passenger—Liability to—Brakes.*—The injury for which the plaintiff sought to recover in this action was received by him while engaged in the service of defendant company as conductor. He was compelled to jump from his train in order to prevent being caught in a collision occasioned by brakes upon his train being out of repair. His injury resulted in the loss of a leg and other infirmities.

*Held*, That where a railroad company employ one who lacks skill and experience to act as conductor, and he accepts the position and is injured in consequence of his unskillfulness, he cannot recover of the company. But the company is liable to a passenger or subordinate employe injured by the unskillfulness of such conductor.

*Held*, It to be the duty of the conductor to ascertain whether the brakes and other safeguards are in proper condition before starting the train; and if he fails to do so, and is injured by a defective brake, he cannot recover of the company, though it was the duty of the car inspector also to make the examination, and he failed to do so.

Alexander v. Louisville & N. Ry. Co., Ky. S. C., Feb. 6, 1886.

## MENTIONS.

—How do you like our new dress?

—Bro. Wheaton arrived home from his Southern trip too late to finish his account in time for this number, but it will appear next month.

—The secretary of St. Louis Division No. 3, wishes to know the whereabouts of Bros. Jas. Lavin and Frank Hoyt of that Division.

—Bro. N. B. Clabaugh has been called to Jackson, Tenn., by the death of his wife, and will have the sincere sympathy of all who know him, in this affliction.

—A letter "telling tales out of school" on Bro. Lewis, Baughman and others who were delegates to the late convention of the "Mutual Aid and Benefit" in this city, comes to hand too late for insertion in this number.

—Bro. D. E. Tinnins, employed on the Mo. Pac. had his right arm severely crushed at Washington, Mo., Nov. 30, while making a coupling. He received a serious and painful injury but will not lose his arm.

—The MONTHLY can inform Bro. Evans of No. 180, where he can get a larger hole knocked into \$90 per month, than in Atlanta. The offer we understand will be left open until spring, if desired.

—Inquiry is made for Drury Post, formerly of the Erie Railway, and any one knowing his address will confer a favor by sending it to this office. Division No. 138 wishes to know the whereabouts of Bro. J. H. Gilbert. Please send information to the Secretary.

—Bro. S. Young, of Division 81, formerly on the St. Louis Division of the "Q," and now on the C. B. & N. was thrown from the top of a freight train at New Rochelle and was seriously injured about the middle of November. He is now walking with four legs.

—A "Subscriber" from Little Rock, Ark., wishes the members of Division 131 shaken up a little so that some one in that vicinity will write a letter for the MONTHLY occasionally. He does not say why he does not do it himself or whether he is to be included in the "shaking" or not.

—James D. Custer, at one time employed as baggageman on the K. & D. M. Ry. Division of the C., R. I. & P. Ry., and later on the Wis. Cent., is requested to send his address to J. N. Robinson, 401 11th street, Milwaukee. Any knowing his address will confer a favor by advising Bro. Robinson.

—Mrs. Della J. Bowman, mother of Mrs. C. S. Wheaton, met with a very serious and perhaps fatal accident. Mrs. Wheaton and her mother were walking down Main street in Elmira, when the latter fell down an open cellar-way and sustained injuries that may result fatally.

—The J., T. and K. W. Railway passenger conductors now running into Sanford, are D. H. Mahoney, Charles Burroughs, C. W. Bentley, Jr., H. S. Ming, John Nelin, M. C. Savage, Tom Carlyle. They are as popular and jovial a set of boys as ever pulled a bell cord.—*Sanford Journal*.

—O. "Lemons" Sackett has forsaken the ranks of the grand army of bachelors, and on Dec. 21 was married to Miss Ella Briggs at Honeoye Falls, N. Y. "No cards." Mr. and Mrs. Sackett will be "at home" in this city at 182 Dearborn avenue after Jan. 1, "which is" part of the "why" we had a "Christmas" our own self.

—Of the exchanges that come to our table, none is more welcome than *The Wanderer*, published by the passenger department of the Wis. Cent. Ry. We borrow from it this month a little story (illustration and all), that contains a moral for the "moderate drinker."

—Dr. Thos. M. McIlvaine, surgeon of the C., R. I. & P. and P. & R. I. & P. Rys. at Peoria, is giving a series of "Medical Talks" under the auspices of the Ry. Y. M. C. A., the first occurring on Dec. 17. They certainly should be well attended by all train men as a little knowledge in regard to what to do in case of injury may often save a life.

—The articles of incorporation of the Rainy Lake River & Southwestern Railway Company are published in a late number of the *St. Paul Globe*, and among the incorporators appears the well known name of Col. Geo. J. Johnson. Bro. Johnson is Vice-President and one of the directors of the new company. Bear us in mind when you want a G. M., George.

—It is authoritatively announced that in January Mr. W. C. Brown, of the St. Louis Division of the "Q.," will succeed Mr. Merrill, as superintendent of the Iowa Division. We congratulate Mr. Brown on his deserved promotion, and the employees of the Iowa Division will certainly never regret the day that he goes to Creston. Mr. Merrill is now General Manager of the H. & St. J.

—A neat little card announces that May & Kriger are manufactures of and wholesale and retail dealers in, confectionery and crackers, at Corning, N. Y. Those who attended the Grand Division at Kansas City, will remember both, Bro. Henry R. May as the delegate from Division No. 8, and Bro. "Harry" (E. A. Kriger), as one of the jolliest visitors and a member of No. 9. The personal popularity of both will guarantee the new firm success in their undertaking.

—It is not every day that a conductor from the Panama railway makes us a visit, but Bro. Geo. Clark, of North Star Division No. 47, at Winnipeg, Man., who joined the Order during a cold winter in a cold country and went to Panama to get warm, dropped in and beguiled the weary moments for us the other day. He bears the mark of a Colombian "machette" and says that conductors there do not think of attempting to "work" their trains without a big revolver strapped to them.

—\$1,000 reward for your labor, and more, can be earned in a short time if you at once write to Hallett & Co., Portland, Maine, for information about work which you can do and live at home, whatever your locality, at a profit of from \$5 to \$25 and upward daily. Some have made over \$50 in a day. All new. Hallett & Co. will start you. Capital not required. All ages. Both sexes. All particulars free. Those who are wise will write at once and learn for themselves. Snug little fortunes await every worker.—*Adv.*

—Many of our friends who sent us subscriptions during the past year and who are entitled to premiums have not claimed them. If those who have earned them will advise us as to what they wish, we shall be glad to forward them; while those who have sent small lists and not enough to procure the premium they wish, may count them on what they send this year. We are sending out a great many lanterns and pens, but wish to send more this year than last. Quite a number of Divisions provided themselves with full sets of badges by sending us clubs of one hundred.

—Of those who have relieved the monotony of the "daily grind" by dropping in on us during the past month, we recall Mrs. T. S. Richardson, of Boston, Mrs. F. L. Moore, of Perry, Iowa, Mrs. S. L. McDowell, of this city, and Bros. F. L. Moore, F. B. Cornelius, E. A. Collins, W. H. Lally, W. R. Mooney, F. M. Moore, W. Bouchard, Frank Reese, A. J. Phillips, C. D. Rossetter, W. R. McGill, L. L. Ludwick, J. P. Prentice, G. Y. Horton, H. Baerd, D. M. Carr, J. R. Stanton, Geo. W. Lovejoy, Frank Cowell, Wes Permar, F. Hooper, M. Sheehan, F. S. Stinson, F. J. Weyrick, R. K. Alexander, J. B. Park, J. T. Furney, W. M. Coffey, A. Switzer, F. Sullivan, W. E. Gorman, A. O. Ashman, F. Maguire, John A. Groh, W. A. Stimson, J. P. Esmay, A. Connors.

—Conductor Oliver, of the Rock Island Road, was punching tickets on an incoming train one day last week, when his eyes fell upon a pretty little tot of a girl who was nestling close beside her mother.

"Ah, my little girl, how do you do to day?" he asked, stroking the child under the chin.

"Now, you stop that," cried the little creature, putting her lips into a rosebud. "Why in the world don't you tickle mamma under the chin?"

The conductor said something about a chip off the old block, and went on about his business.—*Chicago Herald*.

—The *American Railroader*, heretofore published in this city by M. G. Peck, has been sold to the *Railway Service Gazette*, of Toledo, O. That paper will be sent to subscribers of the *American Railroader*. The title will be a consolidation of both, the *Railway Service Gazette* and *American Railroader*. The consolidation of the papers we believe to be a wise move for all interested, but we do not approve of the consolidation of the name. It's a considerable of a load for one publication to carry, and has something of a 'George Washington Caesar Augustus Smith' sound about it; however if the owners and readers are satisfied we will try and get along.

—A prominent member of the Order, who is also a grand officer and a member of the insurance department, came into the office vowing vengeance on the Grand Secretary because that individual had sent him a "delinquent notice" for assessments that had been paid for over two months. He finally became calm enough to listen to reason, and after comparing the aforesaid "delinquent" with his receipted notice, he became satisfied that what he had taken for a "delinquent notice" was simply the original that had been chasing him around the country for several weeks and overtook him just in time to induce him to take a leap in the dark and strike something solid. King Hiram offered us a thousand good cigars if we would not say anything about it, but the bribe was "rejected with scorn" and he left after making a pledge that hereafter he would not jump at conclusions until he had sifted the evidence; and the editor smokes a "corn cob" sweetened with the virtuous consciousness of having rejected "a bribe." We don't care forcigars that we have "coming" anyhow; we've got an office full of 'em, and we don't think much of 'em as far as we have had opportunity to sample.

## In Memoriam.

"LEAVES HAVE THEIR TIME TO FALL,  
AND FLOWERS TO WITHER AT THE NORTH WIND'S BREATH,  
AND STARS TO SET—BUT ALL,  
THOU HAST ALL SEASONS FOR THINE OWN, OH! DEATH."

**Andrus.**—Died, Nov. 21, of fever, Bro. Nelson Andrus of Holyoke Division No. 193.

**Briggs.**—Mrs. Olive C. Briggs, wife of our worthy Bro. Chas. H. Briggs of Indianapolis Division No. 103. Mrs. Briggs was a loving wife and Christian parent, and her death is the loss of all who knew her, a large circle of friends who respected and loved their kind neighbor. Division No. 103 offer their heartfelt sympathy to our brother in his great bereavement, and bid him remember that "Whom the Lord loveth, he chasteneth."

**Halley.**—Bro. L. L. Halley, who has been a conductor on the Mississippi & Tennessee Railroad for ten or fifteen years, died in Memphis on Sunday last. It will be remembered that his wife—formerly Miss Lake of Grenada, died a few months ago, and now, by the last stroke of the fell destroyer, their little ones are left orphans in the tender years of childhood. Capt. Halley was known—and favorably so—to everybody who traveled on the passenger trains of the road, and his accommodating spirit and urbane manners had won and attached hosts of friends to him, all of whom will mourn his death. His illness was quite brief, but very severe from the beginning, and little hope of his recovery has been entertained. He was buried in Elmwood last Monday by his brethren of the Order of Railway Conductors.

**Price.**—Bro. George S. Price, a member of West Philadelphia Division No. 162, fell under his train and was run over on the night of Nov. 30, and died Dec. 1, from the effects of his injuries. Bro. Price was an active and esteemed member, and his death will be severely felt by his Division.

# THE RAILWAY CONDUCTORS'

## MONTHLY.

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Volume IV.

CHICAGO, ILL., FEBRUARY 1, 1887.

No. 2.

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**ALFRED G. BLACK.**

Mr. Black was born at Fort Ann, Washington Co., N. Y., Oct. 20, 1825, and commenced railway service as a brakeman on the Cleveland & Pittsburg Railway, on a train on which his brother, now an engineer on the B., N. Y. & P., was conductor. After being employed as brakeman for a

few months, Mr. Black was promoted to the position of conductor, and ran a train there several years, finally retiring from railway service; but as in many other cases, the old fascination proved too strong and he returned to the hazardous life on the rail, securing a position as conductor on the P., F. W. & C. in April, 1863, and remaining with that company until his death, which occurred at Wooster, Ohio, Aug. 23, 1870, after an illness of about two weeks, from a congestive chill following a severe attack of typhoid fever.

Mr. Black was one of the first promoters of a Conductor's Association, and he with G. Z. Cruzen issued the circular in behalf of the conductors of the P., F. W. & C. Railway, calling a meeting of the conductors of the United States for the purpose of forming an organization. This circular was issued in November, 1868, and while there was an organization of conductors already in existence, it is probable that the Fort Wayne conductors knew nothing of it. In pursuance of the call, thirteen conductors met at Columbus, Ohio, and the convention adopted the name and laws of the "Conductors' Brotherhood," which had been organized at Mendota, Ill., July 6, 1868, by the consolidation of the Centralia and Galesburg "Unions." J. C. Coleman was elected Grand Chief Conductor of the organization at Mendota; A. R. Church at Columbus. Mr. Black was one of the delegates at the Columbus Convention, one of the two delegates representing Crestline Division No. 8, at the first regular session of the Grand Division held in Chicago in June, 1869, represented the same Division at the second regular session held in October of the same year where he acted as Grand Chief Conductor pro tem, in the absence of A. R. Church, and was there regularly elected to that office, being the third Grand Chief Conductor. Mr. Black was an active and energetic worker in the interest of the Brotherhood, and it is to him and his co-workers that we are in a great measure indebted for our association of to-day.

Like the great army of train employes, Mr. Black was not well provided with this world's goods, and his remains lie in an unmarked grave at Wooster. The Order of Railway Conductors would do themselves credit if they would look after this matter.

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### *THE KNIGHT'S TOAST.*

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The feast is o'er! Now brimming wine  
In golden cup is seen to shine  
Before the eager guest;  
And silence fills the crowded hall,  
As deep as when the herald's call  
Thrills in the loyal breast.

Then up rose the noble host  
And smiling said, "My lords! a toast  
To all our ladies fair.  
Here, before all, I pledge the name  
Of Stanton's proud and bounteous dame—  
The Lady Gudemere!"



Then to his feet each gallant sprung,  
And joyous was the shout that rung  
As Stanley gave the word;  
And every cup was raised on high,  
Nor ceased the loud and gladsome cry,  
Till Stanley's voice was heard.

"Enough, enough," he smiling said  
And lowly bent his haughty head,  
"That all may have their due,  
Now each in turn must play his part,  
And pledge the ladye of his heart,  
Like gallant Knights, and true."

Then one by one, each guest sprang up  
And drained in turn the brimming cup,  
And named the loved one's name;  
And each, as hand on high he raised  
His lady's grace or beauty praised  
Her constancy and fame.

'Tis now St. Leon's turn to rise,  
On him are fixed those countless eyes—  
A gallant Knight is he;  
Envied by some, admired by all,  
Far-famed in ladye's bower and hall,  
The flower of chivalry—

St. Leon raised his kindling eye,  
And lifts the sparkling cup on high;  
"I drink to *one*," he said,  
"Whose image never may depart,  
Deep graven on this grateful heart,  
Till memory be dead.

"To one whose love for me shall last  
When lighter passions long have past,  
So holy 'tis and true;  
To one whose love hath longer dwelt  
More deeply fixed, more keenly felt  
Than any pledged by you."

Each guest upstarted at the word,  
And laid a hand upon his sword,  
With fury-flashing eye,  
And Stanley said, "We crave the name  
Proud Knight of this most peerless dame  
Whose love you count so high."

St. Leon paused as if he would  
Not breathe her name in careless mood,  
Thus lightly to another;  
Then bent his noble head as though  
To give that word the reverence due,  
And gently said, "My Mother!"

—UNKNOWN.

FOR THE MONTHLY.

### THE TULLAHOMA CAMPAIGN.

In June, 1863, the Confederate army of Tennessee, under Gen. Bragg, occupied a strong position north of Duck river. On June 20, '63, he reported the strength of his army at 43,089, "effective total present" of all arms. His lines extended from Shelbyville to Wartrace, with cavalry at McMinnville on his right, and at Spring Hill on his left. Gen. Polk's corps held the main position at Shelbyville, strongly entrenched behind works thrown up during his six months' stay at that place. The position was naturally strong, and extended from Horse Mountain on the east to Duck river on the west. The entrenchments were covered by abattis.

Shelbyville was noted for its strong Union sentiment, the fact of which was taken full advantage of by the Confederates to the loss and distress of the Union people. It is situated about twenty-five miles from Murfreesboro, and some twenty miles from Tullahoma, and on a branch of the Nashville & Chattanooga Railroad, and starting from the main line at Wartrace, at which place lay the right of Gen. Bragg's army, under Gen. Hardee.

Tullahoma is situated in the "barrens" at the junction of the McMinnville branch of the Nashville & Chattanooga Railroad. It was a small straggling village. Here was established the main depot of supplies for the Confederate army, and was made a large entrenched camp. The main base of supplies was Chattanooga, and the whole country south of Tullahoma was made tributary. From Duck river south the country is quite rough, with rough, rocky hills. The "barrens" is a high rolling plateau between the ranges of hills at Duck river and the Cumberland Mountains, and during a rainy season the ground is rendered next to impassable, and offers the greatest possible obstacle to active campaigning. "The defiles of Duck river, a deep, narrow stream with but few fords or bridges, covered its front, with a rough, rocky range of hills immediately south of the river." The main roads passed through these hills and bore southwardly toward the Confederate communications and toward Tullahoma. The Manchester pike passed through Hoover's "Gap," and ascended a long, difficult cañon called "Matt's Hollow," thus reaching the "Barrens." The Wartrace road ran through Liberty "Gap," and joined the road along the railroad through Bellebuckle "Gap." And the main road to Shelbyville passes through Guy's "Gap." Each of these "gaps" were held by detachments of Confederate troops, strengthened by strong supports. Gen. Polk held Guy's "Gap" with his whole corps in supporting distance, while Gen. Hardee held Liberty, Hoover's and Bellebuckle "Gaps." The position was well chosen for defence or retreat.

Rosecrans being satisfied that Bragg intended to give battle behind his entrenchments which, being deemed too strong to attack, it was determined to make a feint on the Confederate left with the Reserve Corps, under Gen. Gordon Granger, and the main portion of the cavalry, under Gen. D. S. Stanley, and endeavor to turn the Confederate right, with the remainder of the army, by avoiding his strongly entrenched line altogether, and force Bragg to battle in open ground, if possible, or compel him to retreat on a disadvantageous line. In the position of Bragg at Shelbyville, should he be attacked and beaten, he could then retreat to his entrenched position at Tullahoma, and during his retreat he could so retard the Federal advance across Duck river, and through the defiles leading up to the "barrens," as to thoroughly protect his own line of retreat, and inflict severe loss on the advancing enemy without exposing his own troops.

The corps of McCook, Thomas and Crittenden were concentrated on the Confederate right, covered by the feint of Granger, and the main portion of the cavalry on Polk's command in his strong position at Shelbyville.

On June 23, 1863, the First Cavalry Division, under Gen. R. B. Mitchell, began the feint on Polk's command by making a furious attack on Bragg's cavalry, and drove it and its infantry supports back on the main

force, pressing the whole line on that front. On the same day Granger, with the Reserve Corps and Brannan's Division of the Fourteenth A. C., moved, with three days' rations, with these troops from Triune to Salem. On the same day Palmer's Division of the Twenty-first A. C., and a brigade of cavalry, marched to the vicinity of Bradyville for the purpose of seizing a defile, which led to an obscure road by Lumley's Station to Manchester, and on up to the "barrens." All the other troops were supplied with twelve days' rations of bread, coffee, sugar and salt, with six days' rations of pork and bacon, and six days' rations of meat on the hoof, and were held in readiness to move southward.

On the 24th the whole army was put in motion, McCook advancing toward Liberty "Gap" on the Shelbyville pike, but the divisions of Sheridan and Davis deflected to Millersburg and went into bivouac for the night. Johnson's Division advanced toward the "gap" with a strong line of skirmishers who, having provoked resistance, the whole brigade—Willich's—was thrown forward, and pushed the Confederate skirmishers back upon their reserves, who were posted on the crests of the hills on either side of the "gap." It was found that the "gap" could not be carried by a direct attack. The brigade of Col. John F. Miller, which had been transferred from Negley's Division to that of Johnson, was brought up and a line was formed of such length as to envelope the enemy's flanks, when he was forced out of the "gap," and driven two miles beyond. The "gap" was then held by Johnson's troops. On the following day the Confederates attempted to regain the north end of the "gap" by making a fierce attack on Willich and Miller's brigades. They were handsomely repulsed. Hardee then attempted to gain positions on the flanks of Johnson's troops, so as to enfilade his line, but each movement was met by Johnson, supported by Carlin's brigade of Davis' Division, and every attack was repulsed, when late in the evening Hardee withdrew from the "gap" entirely, and took position at Bellebuckle.

The fighting at Liberty Gap was the most severe of any on the campaign—Johnson's division and Carlin's brigade losing 231 killed and wounded. Col. Miller was here severely wounded with a ball through his left eye. The Confederate loss was heavier.

Thomas advanced on the Manchester pike with the divisions of Rousseau, Reynolds and Negley, with Wilder's brigade of mounted infantry in the lead. Seven miles from Murfreesboro he encountered the Confederate cavalry, whom he attacked with impetuosity, and drove them through Hoover's Gap—which is three miles long. On the run, and beyond McBride's Creek, while returning to the south end of the defile, he was fiercely assailed by a superior force of infantry, but he held his ground until the other brigades of Reynolds' division came up, when the Confederates withdrew.

The divisions of Rousseau and Negley occupied the "gap" in rear of Reynolds, and all rested for the night in another of the strong positions of the Confederates, so vital to the safety of Bragg's communications.

Crittenden, leaving the division of VanCleve to garrison Murfreesboro, moved with the divisions of Palmer and Wood to Bradyville. Granger, with Brannan's division, moved from Salem to Christiana. Gen. Stanley, with Turchin's division of cavalry, moved through Salem and formed a junction with Gen. Mitchell at the junction of the Salem and Christiana roads. Mitchell advanced during the day to Middleton, where he had a severe combat with the Confederate cavalry.

The next day Crittenden advanced to Holly Springs; Brannan joined Thomas, and was placed in position at Hoover's Gap. He had been delayed by the incessant rains that had fallen since the first movement of the campaign, and during the night of the 25th it rained so continuously that it was well nigh impossible to move troops at all. Reynolds skirmished with the Confederates; Rousseau closed up on Reynolds and made preparations to attack the Confederates at Beech Grove next day.

If the Confederate position at Beech Grove was carried Rousseau and Brannan were to push to Manchester that night, if possible. At 10:30 A. M. the advance was ordered. Moving forward the Confederates were found in force on the heights north of Garrison's Creek, but they were driven rapidly and steadily toward Fairfield, with Brannan and Rousseau operating on the Confederate left flank north of the Fairfield road, while Reynolds and Negley advanced against their front and right. The Confederates had prepared for strong resistance, and attempted to enfilade Thomas' troops from the high ground on his right, but were prevented by a charge of Walker's brigade, and the regulars, under Maj. Coolidge, who drove them from their position. Thomas then pushed forward toward Fairfield, driving the Confederates before him. They covered their retreat with two batteries of artillery, supported by cavalry and infantry, who took advantage of all strong positions to delay the Federal advance. The Federal pickets were advanced near to Fairfield. Reynolds' division and the baggage moved forward that night toward Manchester. Late in the afternoon Wilder's brigade seized Matt's Hollow and held that passage. Thomas placed his divisions in battle front, extending from the Fairfield road to within five miles of Manchester.

On the night of the 25th Minty's brigade of cavalry pressed forward at all points, and drove the Confederates to Guy's Gap, and Long's brigade scouted as far as Pocahontas and Trick's Ford, and took position at Lumley's Station. The remainder of Turchin's cavalry division was in the advance with Crittenden.

During the day McCook remained at Liberty Gap, Granger at Christiana, and Crittenden struggled on, in a drenching rain, toward Manchester.

Thomas, now being so far in advance of Hoover's Gap, made practicable the concentration of the entire army on the Confederates, to force them to battle to resist any further advance of the Federals, or abandon his stronghold altogether.

On the 27th McCook withdrew from Liberty Gap, passed through Hoover's Gap, and marched in rear of Thomas toward Manchester. Early in the same day Thomas moved Rousseau's and Brannan's divisions, with Negley in support, to Fairfield, and Reynolds to Manchester, where he arrived early in the morning. Wilder's brigade of mounted infantry succeeded in surprising the town and capturing forty prisoners, and at midnight the Fourteenth A. C. was concentrated at Manchester.

On the extreme right the Federal cavalry under Stanley did brilliant work, supported by the "Reserve Corps" under Granger, which advanced from Christiana on the 27th to Guy's Gap, where it encountered and drove the Confederate cavalry brigades of Martin and Wharton, under Wheeler, which were driven from the "gap" and into his entrenchments four miles north of Shelbyville, from which he was driven by Col. Minty, assisted by Gen. Mitchell, who came up on Wheeler's right, cutting off his direct retreat, when both forces uniting, they drove Wheeler through and beyond the town badly defeated, capturing nearly all of his artillery and about 500 prisoners, and nearly 200 were drowned while attempting to swim Duck river, Gen. Wheeler himself only escaping by swimming the river.

These movements compelled Bragg to withdraw his entire army from his first line of defence, and made sure of the success of the first grand feature of Rosecrans' strategy. It now remained for Rosecrans to force Bragg, by battle or strategy, to fall back on his next stronghold on the Tennessee river.

While the Twentieth and Twenty-first Army Corps, under McCook and Crittenden, were concentrating slowly—but as rapidly as the indescribable condition of the roads would admit—Gen. Thomas, under the instructions of Rosecrans, began the movements which were designed to bring the campaign to a decisive issue.

Early in the morning of the 28th Col. Wilder, with his brigade, was sent to break the railroad south of Dechard—or in the rear of the Confederate army; Col. John Beatty's brigade was sent in support of this movement. Brannan's and Rousseau's divisions, with a portion of Reynolds' and Sheridan's divisions, on their right and left flanks, were sent forward toward Tullahoma. Wilder reached Dechard about 8 P. M., burned the depot and water tank, and destroyed about 300 yards of the railway track, but was driven off by the Confederate infantry.

The next day he moved to University and cut the Tracy City Railroad; then dividing his force, advanced toward Tantallon and Anderson. He found the Confederates too strong to attack. His brigade was united

at University. He reached Manchester about noon on the 30th, avoiding Forest at Pelham.

On the 29th the entire army corps of McCook, Thomas and Crittenden had closed in on Tullahoma, within two miles of the place, with the cavalry at Manchester, thus completing the concentration for the final movement against Tullahoma. This concentration had been made in the the worst possible weather—amidst continuous rains—the troops and animals suffering severely on account of exposure, heavy roads, and forced marches. The roads were rendered as spongy as a swamp, into which the artillery and wagons sank hub-deep—even horses could pass over only with great exertion. The troops were required to assist the artillery horses in dragging the guns through this almost continuous morass, using long ropes strangly manned with men for the purpose.

On the 30th Thomas sent Steedman's brigade, of Brannan's division, and two regiments of Negley's division, on separate roads to reconnoiter the Confederate position, and Sheridan sent Bradley's brigade, of his division, on another road to reconnoiter. All returned and reported the Confederates in force about two miles from Tullahoma, on all the roads except the one to Estelle Springs. Scouts confirmed these reports, and it was believed that Bragg would make a stand and give battle, rather than abandon this strong position.

Early in the morning of July 1 a citizen reported to Thomas that Bragg had evacuated Tullahoma. Steedman was ordered with his brigade, re-inforced by two regiments, to advance cautiously, and ascertain the truthfulness of the report. About noon the troops entered Tullahoma with little opposition, capturing a few prisoners. Thereupon Rosecrans immediately ordered Rousseau's and Negley's divisions in pursuit, who overtook the Confederate rearguard at Bethpage Bridge, two miles above the railroad crossing, where sharp skirmishing ensued and a good many Federal soldiers were wounded, the Confederates being driven across the river where they held the south bank in force with artillery, completely commanding the bridge.

The swollen streams—especially Elk river—performed for Bragg a friendly office, forming a barrier which prevented rapid pursuit. The Federals, in some instances, swam their horses, but as a general thing the pursuit by either infantry or cavalry was fruitless.

On the 2d ammunition was brought up, and McCook, with Sheridan's and Davis' divisions were ordered in pursuit on the roads west of the railroad. When Sheridan arrived at Rock Creek Ford he found Elk river so swollen as to be barely passable for cavalry, and found a force of Confederate cavalry on the south side, posted to resist his crossing. Sheridan opened fire on them, driving them away, and occupied the ford. During the night the Confederates burned the bridge in front of Thomas. The

river being very deep he ordered Rousseau's, Reynolds' and Brannan's divisions up the river to Jones' Ford. Hambright's brigade was thrown across the river. The other troops camped on the north bank. Hambright captured several Confederates, who informed him that Bragg was in full retreat by way of Cowan and Pelham, across the Cumberland Mountains. And other information gained showed beyond a doubt that the report was true, and that Middle Tennessee was again in the hands of the Army of the Cumberland.

On July 3, Sheridan's division, supported by Davis' division, succeeded in crossing Elk river, and pursued the retreating Confederates to Cowan, where he learned that Bragg had crossed the mountains with a part of his infantry and artillery, by the University and Sweden's Cove, while Hardee was sent into Sequatchie Valley, covering his retreat with his cavalry. Brannan's and Rousseau's divisions crossed at Jones' Ford, and took positions on the Winchester and Hillsboro roads. Negley and Reynolds crossed at the Ford on the Winchester road.

On the 4th Rousseau was ordered to the Pelham and Dechard road, and to take up position at Brackenfield's Point toward the University. Reynolds camped at Penningtown, and Brannan at Tait's. The cavalry sent from Sheridan's position, and from the main column, developed the fact that the Confederates were entirely across the mountains, and the troops were now ordered into camp.

Bragg's army reached Chattanooga the first week in July, and he established his headquarters there. Anderson's brigade of Withers' division, of Polk's corps, was sent to Bridgeport, at the crossing of the Memphis & Charleston Railway over the Tennessee river. The remainder of the corps was stationed in and about Chattanooga. Hardee's corps was distributed along the Knoxville Railroad as far north as Blythe's Ferry, with the center at Tyner's Station. He threw up defensive works at the several crossings of the Tennessee river. Bragg began fortifying Chattanooga, which work was steadily prosecuted for several weeks, while awaiting developments of Rosecrans' plans. Forest was sent to Kingston, on the north bank of the Tennessee river, to picket the approaches to the river from Sequatchie Valley, and with orders to keep a watchful eye on Burnside's movements in East Tennessee.

"During this campaign of nine days the rain fell almost incessantly, and the ground over which the army moved was of such nature that the movements of artillery and trains was exceedingly slow, and the escape of the enemy without battle was mainly owing to this cause. Gen. Rosecrans lost in the campaign 85 men killed, 482 wounded, and 73 captured. Gen. Bragg's loss in killed and wounded was not ascertained, but he left behind him as prisoners 59 officers and 1,575 men, 8 field pieces, and 3 rifled siege guns, besides the usual waste of *material* in a hasty retreat."

At the conclusion of this short but spirited campaign the Confederate Army of Tennessee and the Army of the Cumberland resumed, in the main, the attitude of the preceding summer, when each was gathering forces for aggressive movements.

"These armies had marched into Northern Kentucky and back again; had fought two battles, and skirmished over large portions of Kentucky and Tennessee; they gave themselves again to preparations for future conflicts—the one at Chattanooga, and the other with its camps disposed as before, from Winchester to McMinnville."

In declining battle at Tullahoma Gen. Bragg invited the renewal of the old plan of the invasion of East Tennessee, and Gen. Rosecrans' acceptance of it brought to his army the old work of repairing roads, building bridges, and the waiting for the accumulation of supplies.

This campaign then terminated with the complete restoration of the status of July, 1862—the Army of the Cumberland in possession of the line of the Tennessee and the railroads in Middle Tennessee, with Chattanooga as its objective. It was decisive of the complete failure of Gen. Bragg's aggression.

While the preparations for another campaign were going on the remoteness of the enemy precluded the usual infantry skirmishing and reconnoissances, which in the interval between great battles maintain its active beligerency; but the cavalry had its opportunity to re-visit most of the places in Tennessee and Northern Alabama, from which the National forces had been withdrawn the previous summer. And this was done to the intense annoyance of the citizen enemies of the National Government, as in the second coming of the Army of the Cumberland, supplies were to be drawn from the country, in the advance too, of the slightest presumption that the National Government was to be maintained and the Union restored through mere kindness to the people, whose property and aid had been freely given to the Confederate armies.

The return of the Army of the Cumberland to Southern Tennessee and Northern Alabama was doubtless as unexpected as its first appearance the previous year. When it moved northward the farmers of this region had been exhorted to repair their fences and plant their fields, under the most positive assurance by the Confederate generals that no second invasion would ever interrupt their ordinary pursuits. But war, with more dismal front, and sterner power, was again at their doors.

In July the cavalry was sent on various raiding expeditions, and after several spirited skirmishes and lively races between the Federal cavalry and Confederate cavalry, under the general command of Gen. Forest, the Federal cavalry, by various routes concentrated in Huntsville, Ala., on July 14, and shortly afterward returned to the rear of the army, diverging widely in their routes, and bringing in about 300 prisoners, 1,600 horses, 1,000 cattle and sheep, and 600 negroes.



Except the Chickamauga campaign the one just ended was the most brilliant of the great strategic campaigns of Gen. Rosecrans that were carried to a successful issue, and was "conducted throughout in one of the most extraordinary series of rainstorms ever known in Tennessee at that season of the year." The indescribable state of the weather and condition of the roads, with the delay of thirty-six hours at Hoover's Gap, and sixty hours' delay at Manchester, alone prevented Rosecrans from getting possession of Bragg's communications, and forcing him to a disastrous battle. In his official report Gen. Rosecrans says, "These results were far more successful than were anticipated, and could only have been attained by surprise, as to the direction and force of our movements."

Gen. Bragg, in speaking to Gen. Jos. E. Johnston, said that he offered battle to Rosecrans—behind his strong works at Shelbyville—but the offer was declined, and Rosecrans on two occasions passed to his right, threatening his rear, and not considering himself able to cope with the Federal army he retreated to the Tennessee river which, he adds, "will be taken as our line."

The strength of the opposing forces in this short—but brilliant—campaign, were nearer equal in numbers than in almost, if not in any other campaign during the whole war, and when all things are taken into consideration it serves to show the superiority of Rosecrans over Bragg as a great strategist. Keeping in view the fact that the Confederates were operating in a country friendly to them, with no lines of communications or supplies to keep open, and the entire community—save at Shelbyville—ready and anxious to furnish information of all kinds to their friends—the Confederates—the difference in the capacity of the opposing generals stands out in strong contrast. The Confederates were reluctantly compelled to admit that the general who could—and did—completely outgeneral their favorite general—Robert E. Lee, while in West Virginia—had again shown his ability as the greatest strategic general of the war.

The unanimous opinion of unbiased historians is "that the Tullahoma campaign was one of the most masterly exhibitions of strategic genius possible to the commander of a great army." Mahan, author of the "Critical History of the Civil War," who is ever ready to attack and expose the blunders of the Union generals, declares that this Tullahoma campaign shows "as skillful combinations as the history of war presents."

The Confederate army numbered about 45,000 effectives; the Federal army numbered about 60,000 effective men. The forces of the two armies were far nearer equal in numbers in this than in the Atlanta campaign of the following year, when it took two months to drive back the same army—with but a small additional force—about the same distance, and with a greater relative loss, and in an easier country to operate in. But however brilliant a campaign, without battles it does not accomplish the destruction

of an army, so a campaign like the one just described means a battle at some other point. A notable example of this was the Atlanta campaign, where Sherman got the credit, and Thomas did the fighting at Franklin and Nashville. So the campaign just described was no exception to the rule, and that the opposing armies would yet meet in deadly conflict was apparent to all.

After this short, but fearfully hard campaign, the Federal army needed a rest to repair the wear and tear of heavy work, and the re-supplying of the command. Of course the railroad received the first attention, which was soon repaired up to the army; then repairs were pushed with vigor to the Tennessee river at Bridgeport, Ala., at which place the first train arrived on July 25, 1863. The main depot of supplies was at Stevenson, where Rosecrans hastened as rapidly as possible the accumulation of stores of all kinds, preparatory to another movement against Bragg's army.

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### DEATH OF ANTONY.

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This beautiful poem, written by Gen. Lytle of Cincinnati, who was killed at Chickamauga, has been in print several times but will bear a repetition, and will perhaps be new to many of our readers.

I am dying, Egypt, dying;  
 Ebbs the crimson life-tide fast,  
 And the dark Plutonian shadows  
 Gather on the evening blast.  
 Let thine arms, O Queen, support me,  
 Hush thy sobs and bow thine ear,  
 Harken to the great heart secrets,  
 Thou and thou alone must hear.

Though my scarred and veteran legions  
 Bear my eagles high no more,  
 And my wrecked and scattered galleys  
 Strew dark Actium's fatal shore;  
 Though no glittering guards surround me,  
 Prompt to do their master's will;  
 I must perish like a Roman,  
 Die the great Trilumvir still.

Let not Cæsar's servile minions  
 Mark the lion thus laid low;  
 It was no foeman's hand that slew him,  
 It was his own that struck the blow.  
 Here, then, pillowed on thy bosom,  
 Ere his life fades quite away,  
 Him who, drunk with thy caresses,  
 Madly flung a world away:

Should the base plebeian rabble  
 Dare assail my fame at Rome,  
 Where my noble spouse Octavia  
 Weeps within her widowed home,  
 Seek her; say the gods have told me,  
 Altars, augurs, circling wings,  
 That her blood with mine commingled,  
 Yet shall mount the throne of kings.

And for thee, star-eyed Egyptian,  
 Glorious sorceress of the Nile,  
 Light the path to Stygian horrors  
 With the splendors of thy smile.  
 Give this Cæsar crowns and arches,  
 Let his brow the laurel twine;  
 I can scorn the Senate's triumphs,  
 Triumphant in love like thine.

I am dying, Egypt, dying;  
 Hark! the insulting soemen cry,  
 They are coming! quick! my falchion;  
 Ah, no more amid the battle  
 Shall my heart exulting swell;  
 Isis and Osiris guard thee,  
 Cleopatra, Rome, farewell.

*THE BIVOUAC OF THE DEAD.*

On Fame's eternal camping ground  
 Their silent tents are spread;  
 And Glory guards with solemn round,  
 The bivouac of the dead.

No rumor of the foe's advance  
 Now swells upon the wind;  
 No troubled thought at midnight haunts  
 Of loved ones left behind;  
 No vision of the morrow's strife  
 The warrior's dream alarms,  
 No braying horn or screaming fife  
 At dawn shall call to arms.

Their shivered swords are red with rust,  
 Their plumed heads are bowed,

Their haughty banner, trailed in dust,  
 Is now their martial shroud;  
 And plenteous funeral tears have washed  
 The red stains from each brow;  
 And the proud forms, by battle gashed,  
 Are free from anguish now.

The neighing troop, the flashing blade,  
 The bugle's stirring blast,  
 The charge, the dreadful cannonade,  
 The din and shout, are passed;  
 Nor war's wild note, nor glory's peal  
 Shall thrill with fierce delight  
 Those breasts that never more may feel  
 The rapture of the fight.

—Theodore O'Hara in *Ex.*

*BILL NYE ABROAD.*

HE VISITS VERONA, AND FINDS POINTS IN WHICH THAT CITY  
 RESEMBLES CHICAGO.

We arrived in Verona day before yesterday. Most every one has heard of the "Two Gentlemen of Verona." This is the place they came from. They have never returned. Verona is not noted for its gentlemen now. Perhaps that is the reason I was regarded as such a curiosity when I came here.

Verona is a good deal older than Chicago, but the two cities have points of resemblance, after all. When the southern simoon from the stock yards is wafted across the vinegar orchards of Chicago, and a load of Mormon emigrants get out at the Rock Island depot and begin to move around and squirm, and emit the fragrance of crushed Limburger cheese, it reminds one of Verona.

The sky is similar, too. At night, when it is raining hard, the sky of Chicago and Verona is not dissimilar. Chicago is the largest place, however, and my sympathies are with her. Verona has about 68,000 people now, aside from myself. This census includes foreigners and Indians not taxed.

Verona has an ancient skating rink, known in history as the amphitheater. It is 404½ feet by 516 in size, and the wall is still one hundred feet high in places. The people of Verona wanted me to lecture there, but I refrained. I was afraid that some late comers might elbow their way in and leave one end of the amphitheater open, and then there would be a

draft. I will speak more fully on the subject of amphitheater in another letter. There isn't room in this one.

Verona is noted for the Capitular library, as it is called. This is said to be the largest collection of rejected manuscripts in the world. I stood in with the librarian and he gave me an opportunity to examine this wonderful store of literary work. I found a Virgil that was certainly over 1,600 years old. I also found a well-preserved copy of "Beautiful Snow." I read it. It was very touching indeed. Experts said it was 1,700 years old, which is no doubt correct. I am no judge of the age of manuscript. Some can look at the teeth of a literary production and tell within two weeks how old it is, but I can't. You can also fool me on the age of wine. My rule used to be to observe how old I felt the next day and to fix that as the age of the wine, but this rule I find is not infallible. One time I found myself feeling the next day as though I might be 138 years old, but on investigation we found that the wine was extremely new, having been made at a drugstore in Cheyenne that same day.

Looking these venerable MSS. over, I noticed that the custom of writing with a violet pencil on both sides of the large foolscap sheet and then folding it in sixteen directions and carrying it around in the pocket for two or three centuries is not a late American invention, as I had been led to suppose. They did it in Italy fifteen centuries ago. I was permitted also to examine the celebrated institutes of Gains. Gains was a poor penman, and I am convinced, from a close examination of his work, that he was in the habit of carrying his manuscript around in his pocket with his smoking tobacco. The guide said that was impossible, for smoking tobacco was not introduced into Italy until a comparatively late day. That's all right, however. You can't fool me on the odor of smoking tobacco.

The churches of Verona are numerous, and although they seem to me a little different from our own in many ways, they resemble ours in others. One thing that pleased me about the churches of Verona was the total absence of the church fair and festival as conducted in America. Salvation seems to be handed out in Verona without icecream and cake, and the odor of sanctity and stewed oysters do not inevitably go hand in hand. I have already been in the place more than two days, and I have not yet been invited to lift the old church debt on the cathedral. Perhaps they think I am not wealthy, however. In fact, there is nothing in my dress and manner that would betray my wealth. I have been in Europe now six weeks, and have kept my secret well. Even my most intimate traveling companions do not know that I am the Laramie City postmaster in disguise.

The cathedral is a most imposing and massive pile. I quote this from the guide-book. This beautiful structure contains a baptismal font cut out of one solid block of stone and made for immersion, with an inside diameter of ten feet. A man nine feet high could be baptized there without

injury. The Venetians have a great respect for water. They believe it ought not to be used for anything else but to wash away sins, and even then they are very economical about it.

There is a nice picture here by Titian. It looks as though it had been left in the smoke-house 900 years and overlooked. Titian painted a great deal. You find his works here ever and anon. He must have had all he could do in Italy in an early day, when the country was new. I like his pictures first-rate, but I haven't found one yet that I could secure at anything like bed-rock prices.--*Burlington Hawkeye.*

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FOR THE MONTHLY.

### THE TEARS OF GENIUS.

Genius seems to be something which requires from its possessor the greatest possible sacrifice. It is a gift which nature bestows but rarely upon her children, and when she does she frequently withdraws all other blessings. Of the many brilliant characters who, meteor-like, have illumined the world, few have tasted the real sweets of existence or known the enjoyments commonly meted out to humbler individuals. 'Tis true genius creates a world of its own where it reigns and rules with unlimited power, but the heart is so constituted that the fairy pleasures of this ideal world will not long satisfy its cravings. For a time it may roam in the region of fancy, and revel in the delights of imagination, but it will return from its wanderings like a wearied bird from a long flight and seek repose in the resting place of earth. Thus with a strange inconsistency of character, the gifted oftentimes turn from their ennobling visions and pursuits to fix every thought and every hope upon some frail and fleeting treasure of the heart, which if perchance they lose, they mourn with bitterness peculiar to the inspired and elevated soul. From the earliest periods of the world there have been many instances recorded of the influence misfortune had in awakening the energies of the human mind. This seems to be particularly the case with regard to the worshipers of the muse. With many of the greatest poets who have ever existed griefs in some shape or other, have been the hidden, but powerful agency that urged them on to fame. Let us look back for a moment at the lives of some of them and see if this be not true. Dante, the brightest luminary in the heavens of Italian poetry, furnishes one example. His heart was early touched by the real hand of sorrow, and the response was a stream of music that will linger on earth forever. In his boyish days he fixed his affections on the fair Beatrice, whose name he has rendered as immortal as his works. That love colored his whole existence, for death snatched his beautiful away in the spring time of her loveliness, and the poet was ever after a mourner for her loss, but he bewailed her not with tears, his imperishable lays were the offerings

he laid on her tomb, and though she had gone to her grave she was recalled again to life, to dwell forever in the fairy and beautiful world of her boy-lover's sublime poetry. Her memory became the spirit of his inspiration, the subject of his daily thought, and the star of his after life. His imagination invested the loved and lost one with the attributes of divinity, and this apotheosis was approved by the world. Not only in his own mind, but in the minds of all who bend over his glowing pages, she became an immortal goddess—the holy and beautiful spirit of his works. Dante had other troubles besides the loss of his early love. The party to which he had attached himself, and with which he had performed many good deeds for his country, was conquered by an opposition, and the poet stripped of the honors he had gained, banished from his native city, and condemned if he ventured within its bounds, to an ignominious and fearful death. Thus deprived of domestic happiness, deserted by fortune, and doomed to wander an exile from his native city, his “beloved and beautiful Florence” he sought in his divine art that consolation denied by everything else, and gave his undivided soul to the spirit of poesy. It was then that he produced works which surpassed the promise of his happier years, and won for him the unfading chaplet of fame.

Milton the bard of high and holy themes, is another example. While the light of prosperity beamed around him, his mind though towering high above his fellows, took not that eagle flight into the regions of thought that it did in after years of gloom, when misfortune came upon him in many forms. When his house was desolated by repeated losses, and darkened by repeated troubles, when infirmity, sickness, and blindness, showered their accumulated evils upon his devoted head; his genius then shook off all earthly trammels, and soared to an amazing and unequalled height, where the visible world with all its beauties was forever shut out from his view; his mental vision lifted itself from earth and sought the glories of heaven. That a glimpse of those blessed regions was granted to his view we may not doubt, for the light that beams upon his page is surely a ray from celestial worlds, and the holy strains that vibrate from his lyre are surely borrowed from the harmony of an angel choir.

Another and a melancholy example is found in the career of Byron. His first lesson in the school of adversity was the knowledge of a personal defect, which slight as it was, engendered a morbid sensibility that was near akin to grief. This first taught him to rely on the resources of his mind, and to plume his spirit for a flight into the realms of poetry. But not till he was assailed by criticism, and his haughty spirit withered beneath the lash of sarcastic reproof did the Promethean spark that slumbered in his soul kindle into a flame of startling and scorching brilliancy. But even then the deepest foundation of poetic feeling was unsupplied and unwakened, till a colder and keener blast of sorrow swept over its surface. Not till his

home was deserted, his hearth desolate, and his heart the ruined receptacle of blighted hopes and buried joys, did he breathe forth that music which awed and enchanted the world. When friends forsook and kindred frowned, when "hatred's" shafts flew thick and fast, when the passionate love of his noble but erring nature was cast back upon his aching heart, when the cup of life had lost every sweet, then did he strike the lyre with magic power and produce that melody which resounds in every land, and awakens an echo in every heart.

Shelley, the deeply-erring but highly-gifted child of song, is also an example. He too was early taught in the severe school of affliction, and his otherwise tender and gentle nature borrowed from grief a strength and elevation of thought, which gave his works at once a character beautiful and sublime. With a heart warmed with the kindest feelings, a soul alive to the purest sentiments, and a mind imbued with the true spirit of genius, he was indeed worthy to be loved and admired in life, and honored and lamented in death. But alas! He had a dangerous and as many thought a demoralizing belief, which caused him to be frowned upon by the good and persecuted by the bad, till he who loved all living things and who would not harm the lowest of God's creatures, was looked upon as a monster of guilt and wickedness. Had the mistaken and misguided world granted him the cleansing which his sensitive and gentle nature required and deserved, might he not have been won from the erring creed into which he had fallen to a better and juster view of nature? His false belief was the only shadow which rested upon the brightness and beauty of his character, and that was a fault to be punished by his Creator and not by his fellow man.

None but the all-seeing Eye could penetrate the depths of that strangely constituted heart, and learn what in truth was its feelings and belief, and none but the being of infinite wisdom was fitted to pass judgment upon the errors he alone could understand. Do we turn from the light and warmth of the sun, and despise its genial influence because there are spots on its surface. No, we forget the shadow that rests upon its brightness, and reverence with cheerful hearts its life-giving power. Thus should the world have forgotten the blemish that was thought to sully the character of Shelley, and remembered only the better and higher attributes of his heart. But instead of this he was censured by those who knew him not.

Banished from the society he was fitted to adorn, deserted by fortune, whose favors his genius should have won, and depressed by bodily pain and sickness, he was well prepared to "teach in song" what he had learned in suffering, and to decorate his lays with the gems of thought which he had gathered from the stormy waves of grief. Weary of scenes where he had known but care and sorrow, and sick of the world that had used him so ill, he retired with one fond and faithful friend to a calm retreat in a bright and more genial clime.

There, with her whom he so beautifully styles his "own heart's home," he passed his few remaining days and devoted his mind to the pursuits he loved. There, beneath the bright sky and balmy atmosphere and the breath of flowers, and the gentle murmuring of the Mediterranean he gathered those bright fancies and beautiful images which are the true attributes of poesy and which constitute its greatest charm. There he wooed and worshiped the muse who disdained not to lavish upon her zealous votary her highest and most precious favors, and there he penned those productions which will be admired so long as one spark of poetic feeling lingers in human hearts, productions which the world will yet learn to read as a skillful flower-gatherer would cull his fragrant treasures from a wild and luxuriant garden. Selecting only those that are beautiful in hue and grateful in perfume, and loving them not the less that they grow among rank and pernicious weeds. Ages may pass away before the works of this poet are fairly appreciated, but so surely as the morning sun dispels the shadows and gloom of night, the step of advancing time will dissolve the mist of prejudice that now lingers around his name. Felicia Hemans, "the sweet song bird of England," also claims attention. And here it may be well to remark that to woman in particular, the endowments of genius have been an inheritance of pain. Her heart is peculiarly fitted for love—so formed and fashioned for all the pure and gentle delights of affection that nothing else can offer it the same amount of happiness, and genius, though it may win many other things beside—admiration, praise, friends, fame and fortune, it can never by its power subdue the master passion to its will. This is the reason why women of splendid abilities have so often turned from the plaudits of a multitude and sighed for the lot of some lowly but well loved maiden. Thus Sappho, whose lays had won for her such wealth of fame, cast away or counted as naught all the honors she had gained, and destroyed herself because she could not command the love of one coveted heart. Thus Prospersia Rossi, the female sculptor of Bologna, slighted and despised the lofty triumphs acquired by her art, and died in consequence of an unrequited attachment. Thus Madame De Stael, with her great endowments of mind, was heard to say she would willingly resign all her shining talents and all the undying fame they had brought her, for the poor and perishing gift of personal beauty. And thus highly gifted women in all ages of the world, have generally been the least successful in the pursuit of happiness. But illustrious men, they travel with a surer step to fame when their way is over rugged and lonely scenes. Adversity is to their hearts what a stormy blast is to a bed of flowers, it may bend and bruise, and sometimes break the fragile things, but it is sure to call out all the sweet and delicate perfume that lies hidden in their depths.

Mrs. Hemans is a striking proof of that, that strength is born in the deep silence of long suffering hearts, and her toneful lays tell us that her



mind must have been tried in the fiery ordeal of war ere it could have produced such pure and unalloyed treasures. We know not the exact nature of her grief, yet we feel that she suffered much, for in every tone of the sacred melody she awakens the voice of a sorrowful though resigned spirit. In all her productions there is the evidence of a heart formed for happiness and deserving the highest allotments of earthly bliss, and yet how different was her earthly lot! How peculiarly sad her fate! We have only to listen to a few strains of her heart-touching music to know that her path was ever darkened by a shadow tinging thought.

Her songs are like the murmurings of the ocean shell, pining for its lost home, or like the warblings of the imprisoned bird, mourning for its native heavens. Her poetry hallows everything it touches with beauty, but it is the pensive and almost painful beauty of an autumn landscape.

One of the clouds and of course one of the darkest that ever lowered upon her spirits was the estrangement of her husband and their consequent separation.

Such a trial would almost bring the blood from any female heart; then how severely must it have tortured one so loving, so sensitive, so gentle as hers? It was after this painful event when her beloved children were worse than fatherless and she more wretched than a widow, that she wedded her soul to the muse and became the enchantress of the world. Then when the sun of happiness had set forever, when earthly hopes were all blighted and earthly aspirations all forgotten, the efforts of her genius acquired a character more lofty and lovely, and her music caught a "wandering breath of that high melody, whose sources are in heaven and whose vibrations are eternal." These are only a few of the many examples that could be given to show the beneficial influence which misfortune sometimes exercises over the human heart, and now the question arises whether these gifted beings would have attained the same degree of excellence in their vocation if their respective careers had not been so strikingly marked by the desolating effects of grief.

It appears that they would not, for we have seen that not one of these persons gave the entire energies of their mind to the divinity they worshiped till the ties which bound them to earth and its enjoyments, were nearly all severed. Thus they merited and obtained the loftiest triumphs of their art. This will induce us to believe what is really the case, that as the stars of heaven are only visible in the seasons of darkness, the best and brightest attributes of humanity are unseen and unknown till the hour of gloom. The pages of history are replete with instances which prove this fact, for there we learn that it has ever been in disordered and dangerous eras of time that the master spirits of the world have arisen to perform their glorious deeds. As in the actual world, it is ever from lands startled by the loudest din of war that the voice of patriotism peals forth its loudest

tones. So in the moral universe it is from hearts shaken by the severest storm of grief that the voice of poesy pours forth its highest and holiest strains. Were it not so, we might be disposed to imagine that the gifted in all ages of the world have been too severely treated, but as it is we almost feel that, "He that ordereth all things aright has in this particular also manifested the unerring wisdom of His ways."

Let us, my friends, be encouraged by these examples of perseverance under the most discouraging circumstances, that we, too, may rise to the height of moral and intellectual greatness, that through the dark and gloom of misfortune we may ever see the light of prosperity and advancement shining in upon our darkened pathway necessary to carry us through to success in all our laudable undertakings in this life.

That mutual life insurance may be that light, and our united efforts establish permanently a light that in ages to come may illuminate the world.

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### *THE ECONOMY CLUB.*

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We are pleased to inform our patrons this month that we have completed arrangements with the Economy Club of this city whereby our subscribers may be greatly benefited. The Economy Club is an incorporated institution, and its purpose is to furnish its members a safe and reliable avenue through which to purchase goods of every kind and description at manufacturers' and wholesalers' prices.

Before any one can purchase through the Club he must first become a member of the Club. There are two ways in which one may become a member: First, by paying \$1 annual membership fee; second, by becoming a subscriber to the RAILWAY CONDUCTOR'S MONTHLY at the regular price of \$1.25. The Club issues certificates of membership, and from this time forth, or until further notice, every new subscriber to the MONTHLY will receive a certificate of membership in the Economy club, which will entitle him to purchase goods through that institution for one year from the date of his certificate.

In order that our present subscribers may have the benefits to be derived by belonging to the Club, we propose to send a certificate of membership to each one of our present subscribers who will send us one new subscriber.

The fact that they are issuing certificates to three or four hundred new members daily, and that all of these members come by the recommendation of others, speaks for itself. We have fully investigated the responsibility of the Economy Club, and unhesitatingly indorse it. Any goods ordered through the Club will be promptly bought and forwarded. All orders must be accompanied by the cash, and all goods sent out by them are fully guaranteed to be just as represented, or money refunded.

While the Club buys all kinds of goods for its members, we especially direct the attention of our readers this month to its published price list of watches, and monthly hereafter will appear price lists on many useful articles.

While we are in no way connected with the Economy Club financially, their offices are in the same building with ours, and those preferring to do so, can send their orders in our care; or if sending for goods and subscribing at the same time, can subscribe through them. Address The Economy Club, 115 Dearborn Street, Chicago, Ill.

## EDITORIAL.

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The MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

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### *A LACK OF SAND.*

In another column we give a full account of the escape of Conductor Foye, of whose arrest our Panama correspondent gave an account in the January number, and it does seem as though something should be done by the government of the United States to protect its citizens from such indignities and persecution as was suffered by Foye in this case, and by others in many other cases. So much has been said and written on this subject that it is probably worse than useless for the MONTHLY to expect that anything it can say will have any effect; but this much is certain, that if railway employes alone would interest themselves in this matter, their influence would be felt, and it would not be a very great while until something was done. Let employes disregard party lines, and vote and work for men that will pay some attention to their interests, regardless of the party label they may bear. As at present constituted, party allegiance is more a prejudiced regard for a mere name than anything else. On the two paramount questions of the day both the leading parties are divided among themselves, and we find "free trade" and "protection," "silver" and "anti-silver" men in both parties, and while both parties pledge themselves to a revision of the present outrageous tariff, neither does anything. When railway employes let it be known for a certainty that no political party can command their votes, and unite among themselves to advance their own interests and the interest of every citizen of the land, except the politician, they will be a power that can be disregarded by no party that succeeds.

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### *A WORD FOR OUR ADVERTISERS.*

We are frequently in receipt of letters from members asking where they can get monogram cards, lanterns, caps, badges, etc. In answer to this we always say: "Look in the advertising columns of the MONTHLY, and patronize those who patronize you, for the MONTHLY is yours, and you have a personal interest in its success and welfare." Occasionally we get a letter saying: "Our Division has just procured a set of regalias from —," when there are two firms who have been regular patrons of the MONTHLY almost from its birth, from whom just as good goods can be obtained and at just as low price as elsewhere. Divisions and members have a right to buy where they choose, but is it not for their own interest to give their patronage to those who advertise in the MONTHLY, and thus encourage them not only to continue, but to increase their amount of advertising?

It is our intention to admit only advertisements of reliable and responsible parties and in most cases we can personally vouch for them. We will guarantee that any one that purchases of the Hart & Duff Hat Co., M. C. Lilley & Co., or the St. Louis

Engraving Co., will be satisfied. We know all to be reliable, responsible houses, that will fulfill every obligation, and give their customers as much as can be obtained elsewhere for the same money.

Many of our members are paying large sums for accident insurance. When you can get this insurance from a company of conductors that regularly patronize your paper, keeping a full page "ad" all the time, for \$25, why pay three or four times that sum to other companies that have never patronized your paper to the amount of one cent, and particularly those that depend in a great measure on railway employes for their business? It is said, and with truth, that the Mutual Association of Indianapolis has not the capital of some other companies, notably the Travelers', and from this it is claimed that they may not be reliable. In regard to this, we can see no reason why they should not be as reliable as any mutual association of the kind. They are incorporated under the laws of Indiana, and it is likely that those laws afford some protection to members of such associations, and that if associations do not abide by their agreements, those laws will soon put an end to their existence. Certainly this association has so far fulfilled its promises.

Think over the matter, and if you want accident insurance in addition to that afforded you by the Insurance Department of the Order, write to Mr. Bellis and ask him about the reliability of the U. S. R. P. & F. C. Association. If you want a lantern, punch, straw uniform cap, or anything of that kind, write to the Hart & Duff Co.; and if you want a badge or society goods of any kind, or your Division wants a set of regalias or badges, don't purchase them until you at least give the St. Louis Engraving Co. and the Lilley Co. an opportunity to quote you prices; and when you write don't forget to add: "I saw your advertisement in the RAILWAY CONDUCTORS' MONTHLY." You will thus help your MONTHLY and benefit yourself by getting reliable goods at the lowest prices.

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### *A GOOD EXAMPLE.*

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In January, 1885, Creston Division No. 21 organized a local benefit association for its members, paying each sick or injured member the sum of \$10 per week for the time he is unable to work, provided it does not exceed twenty-six consecutive weeks. For the two years that the benefit has been in operation it has cost the members \$12 each, and has paid a total of \$1,096.40 to twenty-six members, an average of a little over \$42 each. Bro. J. R. Hawkins, who was seriously injured in a wreck in 1885, received the full amount of \$10 per week for twenty-six weeks, while the smallest amount paid to any one member was for a single week's sickness. The record is one of which Division No. 21 has a right to be a little proud.

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### *THE B. & O. COLLISION.*

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The particulars of this collision and the terrible loss of life caused thereby, are undoubtedly well known to our readers, but no one seems to know the facts in regard to the cause of the collision. As we learn from good authority, the freight train left Tiffin with one hour and five minutes to make Republic for the "limited," a distance of eight miles. The engine did not steam, and at the time of the collision, engineer, conductor and all hands were busy hunting up fence rails, boards and other fuel to make the engine steam, and were so busy that every one forgot all about the "limited" until it was upon them; or rather it is likely that they were so busy that the time passed un-

noticed, and that they were still under the impression they had plenty of time to make Republic. All the testimony in regard to the conductor and engineer being drunk is said to be false, and that at the place where the brakeman testified that the engineer drank, there is no saloon or other place where liquor can be procured. The conductor is said to have been a man recently promoted to a conductorship, and certainly both he and the engineer have demonstrated their incapacity for the positions held by them, and neither should ever be allowed to occupy so responsible a place again.

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### OUR LEGAL DEPARTMENT.

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A prominent official of the P. R. R. says of the MONTHLY: "I turn to the Legal Department each month and read it carefully, and never fail to find something useful, and it certainly would be a great aid to conductors if they would all study it carefully. It has guided my action in several instances."

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### "MUCH ADO ABOUT NOTHING."

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The *Railroad Brakeman's Journal*, in an article in the December number entitled "The Truth of the Matter," explains that the errand of a committee of the Brotherhood who called on Mr. Given was only in relation to a former conductor of the C., R. I. & P. Ry. being re-employed, and that Trainmaster Root received "a severe lecture from his superior on account of it," and to get even, "he (the trainmaster) told the conductors that the brakemen had been kicking." The MONTHLY accepts so much of the explanation as the "truth of the matter" without question, simply explaining that so far as we know, our information did not emanate from Mr. Root. So far as the case of the re-employment of a conductor is concerned, if it was done, it was probably because the officers thought they procured the services of a better conductor than they could by promoting a brakeman. We have some little knowledge of Trainmaster Root, and do not believe he would misrepresent anything to revenge himself on any one, supposing the story of "receiving a lecture" to be true.

When, however, Bro. O'Shea allows his wrath to get the better of his judgment, and charges that every statement in the article in the December MONTHLY is false, he is talking of something that he knows nothing about, and permits his temper to carry him beyond the bounds of common courtesy. The statement in regard to brakemen on a train quarreling, is true, and can be demonstrated if necessary. It is quite likely that the editor of the *Brakeman's Journal* and "A Brotherhood Brakeman" may not know of it. We believe that some few things occur that Bro. O'Shea does not know, as well as a great many that the MONTHLY knows nothing of. Indeed, from the fact that he states in his article that he "very much doubts" that the Chicago switchmen attempted to prevent seven men from switching in the Lake Shore yards in this city, we are positive that two things have happened of which he is in ignorance, and this should teach him to be a trifle careful of accusing others of falsehood until he is quite sure he is correct. That is, if the MONTHLY, on the word of an employe of the road, supposed certain statements to be true, suppose the *Journal* don't suppose the MONTHLY to be a liar, supposing that it bases all its statements on a supposition, and then the MONTHLY won't suppose that the intent of the *Journal* is to mislead its readers who do not read the MONTHLY.

We certainly are glad to learn that there is no foundation for the allegation that the

brakemen attempt to trespass on the rights of others, and in again asserting the truth of the statement in regard to quarreling on a train, we do not by any means wish to be understood as condemning the Brotherhood, or placing the responsibility on it for individual acts of isolated members.

### CANDIDATES FOR RAILROAD COMMISSIONER.

During the past week the friends of Mr. Charles Burr of the D. L. & W. Railroad Company have taken up his canvass for the office in earnest and will leave no stone unturned to induce the Governor to appoint him to that office. They are pursuing their work very quietly, but one of them recently said to a *Gazette* reporter that they had every reason to be hopeful, and from their actions they evidently possess some information which they propose to keep to themselves. Mr. Burr is very popular in the Order of Railway Conductors; he is a careful, conservative man, and of late has made a study of railway affairs. He is an intelligent, bright, wide-awake gentleman, about 32 years of age, and possessed of a good education and a large stock of general knowledge. Formerly he was engaged as an editor on the *Syracuse Courier* and other papers. If appointed he will undoubtedly make a successful man in the place.

The friends of Ex-Conductor Louis D. Lay of the Erie, are also working to secure the place for him.—  
*Elmira Gazette*

Apropos of the above, it is said the conductors and engineers of New York have joined in the agreement to support one man in the hope of inducing Gov. Hill to recognize the railway employes in making the appointment. They have not yet decided who shall receive their indorsement for the place, but it is sincerely to be hoped that they will be successful in their effort.

### THEY DESERVED IT!

The *Railway Age* says: "Eight passenger conductors on the L. E. & W. Ry. have been discharged for disobeying the rules of the company, in permitting persons to ride on freight trains without buying tickets, and in neglecting to give passengers who paid cash fare rebate checks to be presented at the ticket office."

If the passenger conductors on the L. E. & W. have been guilty of permitting persons to ride on freight trains without tickets, they certainly deserved to be discharged. The facts are that two passenger and three freight conductors were discharged, and five freight conductors resigned. The passenger conductors claim that between some of the stations it is impossible to collect all the fares and tickets and issue the "rebate checks," and that in order to procure payment for transportation from all, they did not issue the rebates in every case. This is a poor excuse, in our opinion. We know very well that it "goes against the grain" for a conductor to be obliged to permit passengers to "get away" without paying for their ride, but in our estimation the only way is to comply strictly with the regulation in regard to issuing rebates; go as far as they can, and let the rest go. It will be the fault of the superior officers, and not of the conductor, and certainly conductors should not put themselves in a position to have their honesty questioned by violating a rule to secure to the company all its proper revenue.

As to the charges against the freight conductors, we know nothing, but think it safe to say that the probabilities are that a large majority of them are innocent of dishonesty, for while dishonesty is not charged, it is inferred from the charge made, and it is another lesson to conductors to live up to the rules, regardless of consequences, where there is the slightest opportunity for suspicion in regard to their honesty. It is a common practice with some conductors, on roads where freight trains are not allowed to carry passengers without tickets, to violate the rule, accept the fare in certain cases, and buy tickets themselves. But is it worth a conductor's while to violate a rule, subject himself

to suspicion and perhaps the loss of his position, to accommodate a passenger, no matter what the circumstances are?

We know of one case where a gentleman and lady got on a freight train in the night at a place where no tickets were sold during the night, and the conductor listened to their story—that they were on their way to the bedside of a dying mother—and carried them. He was dismissed—not for dishonesty, for it was shown that he accounted for the fares—but for violating the rule. It may seem hard to refuse sometimes, but conductors should remember at all times that their first duty is to themselves and those dependent on them.

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### *WAS IT A STRIKE?*

It was generally reported by the press at the time of the occurrence, that the conductors of the Monon Route engaged in a strike to procure an advance in their pay, and upon the authority of several of the conductors the report was contradicted in the January MONTHLY, and a statement of the matter given as it was given us. It now appears that we were misinformed, or at least not fully informed of all the facts in the matter, and that a material part was concealed from us. Owing to the absence of every person connected with the office during the month of December, except the writer, it was impossible for him to be upon the ground and learn the facts there, but was compelled to rely upon information given by those from whom it certainly should have been reliable.

The facts are not fully developed at this writing, but are under investigation, and we shall be able to say next month just how matters were.

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### *AN ENTERPRISING FIRM.*

The Hart & Duff Hat Co., of St. Louis have prepared at considerable expense, a "Railway Employes' Register," and wish to obtain the name, address and position held by every train man in the United States and Canada, and the readers of the MONTHLY will confer a favor, not only on them, but also on us, by noting their request on the fourth cover page of this number and sending them your name and address, and when you visit St. Louis, don't forget to call on them; they will be glad to see you, no matter if you do not want to buy a cent's worth of anything, and you will never be sorry for it.

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### *AN IMPORTANT DECISION.*

A decision has been made in the courts of Connecticut that is of great importance to laboring men every where, and it is a precedent that should be followed by the courts everywhere.

The case is called a "Blacklist Case" and the MONTHLY is of the opinion this is not correct, as in this case the action complained of is much more than "blacklisting." As the MONTHLY has always contended, the simple "blacklist" is legal and proper, has always been with us and will always stay; as however, the public will seem inclined to include the following, and "boycotting" with the blacklist proper, the MONTHLY will yield the technical point and consider that "common usage" makes "blacklist" correct in the sense in which it is lately used.

The following is the result of the trial, and if an appeal is taken, it will be watched with interest by thousands:

NEW HAVEN, CONN., Jan. 8, 1887.

In the city court this morning Judge Pickett rendered a decision in the cases of Wm. H. Wallace Assistant Superintendent of the New York, New Haven & Hartford Railroad, and Stacy B. Opdyke Superintendent of the New Haven & Northampton Railroad, accused of conspiracy by Thomas F. Meany who charged them with blacklisting him. The accused were fined \$50 each. They will undoubtedly appeal from the decision.

The Judge in his decision, said he was clearly of the opinion that a conspiracy designed to hinder any man from putting his labor on the market, when, where and for such compensation as he may agree for, is equally criminal with any conspiracy designed to hinder the sale of merchandise of any producer, or dealer, and is more disastrous in effect than any other form of conspiracy except to take life. To convict of such conspiracy, circumstantial evidence is competent and may be conclusive. It is sufficient if it is shown that the parties had a mutual understanding to the common design, and the part each was to perform in the attainment thereof. The court was satisfied that Wallace and Opdyke had a mutual understanding that a man not approved by one should not be employed by the other. This was, to all intents and purposes, a boycott upon the individuals.

FOR THE MONTHLY.

### AS THE CIRCLE WIDENS.

A man and woman joined their hands,  
Which joining shaped their destiny,  
Refused to think that time demands  
A chart to guide them on life's sea.  
"Each heart's a compass," they declare,  
"The other one its magnet, strong,  
Be the voyage stormy or fair,  
The needle would not point them  
wrong."

A pebble in their sea was dropped,  
Making more than a mere ripple.  
The "magnets" willingly adopt  
The little one that makes them triple.  
Another, and another falls,  
Each "magnet" well delighted  
To afford the care their coming calls,  
By their presence not affrighted.

Each time one, as they disturb  
Life's waters, cause commotion,  
And the "magnets" feel they cannot curb  
The waves till they span the ocean.  
Wave after wave the circle makes,  
First, well defined, then wide,  
The wavering "magnets" see mistakes,  
Till they own they need a guide.

The circles, widening, grow faint

With time and diminished power,  
Lacking impetus, own restraint  
Not known in childhood's hour.  
The man, immersed in cares of life,  
Recks not while the circles chide him,  
How the needle points, through worldly  
strife,  
Not *first* to the wife beside him.

The woman, with a mother's cares  
And hopes thus accumulated,  
To follow the widening circle, dares,  
Till the lines are dissipated  
In life's vortex or time's space,  
When the loved one has departed  
*To join another* in life's race,  
Then she turns whence the circle started.

Husband and wife, face to face,  
With the record of their sailing,  
Confess to each while in life's race,  
Watching circles was their falling.  
But even their outlines having perished  
Through time, they demand a chart,  
And read these words now fondly cher-  
ished,  
*"Joined together until death doth part."*  
S. E. F.

### HAD HIS HANDS FULL.

"Oh, Clara," said Maud, "Charley took me sleigh riding last night. I had such fun. I drove."

"What was the matter with Charley?"

"Stupid! He couldn't drive with his teeth, could he!"—*New York Sun.*



## FRATERNAL.

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All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY, 115 Dearborn Street, Chicago, Ill., plainly written on one side of sheet only, and they should reach the office not later than the 18th of the month previous to that in which they are expected to appear. *Name of Author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all Divisions. WM. P. DANIELS, Editor.

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### SILVER WEDDING.

MR. AND MRS. ALLEN POTTER CELEBRATE THEIR TWENTY-FIFTH ANNIVERSARY.

[From Burlington Hawkeye.]

December 31, 1861, at the residence of the bride's father in Perrysburg, N. Y., Mr. Allen Potter and Miss Phoebe A. Titus were united in marriage by the Rev. Mr. Lord, Presbyterian minister. Both the contracting parties belonged to the Methodist persuasion and explain the introduction of the Calvinistic ritual in their wedding ceremony by the fact that their pastor's services were on that eventful date required for the proper observance of Watch Night observances.

However, be this as it may, we mention it merely as an incident connected with the day on which, twenty-five years ago yesterday, two of our esteemed fellow townfolk took up the journey of life together and in harmonious pursuit of which they yesterday evening arrived at the anniversary stage, yclept their silver wedding, previously announced to their friends in various parts of the country by the following form of invitation, devised by Mrs. Potter:

"1861.

1886.

"Mr. and Mrs. Allen Potter request your presence (not your presents) Friday, Dec. 31, 1886, at 5 o'clock P. M."

A large number responded in person to the kindly call, while a few were reluctantly obliged to send their regrets instead, and the Potter domicile, 416 South Ninth street, was last evening occupied by as comfortable and congenial a crowd as could come together.

The ceremonies of the evening were opened by Rev. J. W. Alderman who in a happy speech, apposite to the occasion, presented to the host and hostess a beautiful set of Bohemian glass and silverware as a souvenir from intimate friends in Burlington; six solid silver spoons sent by Mrs. Dr. McCue, Mr. and Mrs. John L. Moore, Mr. and Mrs. H. P. Graves and Miss Flo Graves of Ottumwa; a beautiful silver inkstand from Mr. Potter's sister and brother-in-law, Mr. and Mrs. E. R. Lee, Webster City, Iowa, and a unique silver toothpick holder from Mr. and Mrs. Joseph A. Brown, Chariton. While the worthy pastor was engaged in this pleasant task, some of the ladies who had been searching the house, brought in a photograph of the celebrants taken shortly after their marriage and handed it to him, whereupon his reverence proceeded to compare the photograph with the original of to-day and announced as his conclusion that they had wonderfully improved in appearance with the maturing process of the years that had intervened between them and now. His speech being finished, the guests took possession of the house, and supper of a tempting sort was placed on the table and ably discussed and enjoyed. And when nothing but the fragments (and very few of them) were left, a good

social time was indulged in all around for a few hours, and the happily marked anniversary closed on the part of the visitors by the announcement of an adjournment to meet at the golden wedding of their hosts.

Mr. Potter has served the C., B. & Q. R. R. Co. as conductor and trainmaster for the past twelve years, and is now one of the most popular and efficient knights of the punch running west from Burlington. His estimable wife is highly regarded in her social circle, and we trust the worthy pair will live and prosper until the time gets here for the celebration of their diamond wedding.

Among the regrets received from those invited, but could not be present last evening, was the following, couched in railroad phraseology, which merits publication, and will be read with interest by all who admire the unique in letter writing.

"KANSAS CITY, MO., DEC. 27, 1886.

"MY DEAR FRIENDS, MR. AND MRS. ALLEN POTTER, Burlington, Iowa:—Your kind invitation requesting our presence at your home on the 31st of this month, received to-day, and I assure you we would be pleased to present our congratulations in person, but circumstances over which we have no control, compel us to employ the medium of the pen, to express to you and your good wife our feelings toward you on this, the twenty-fifth anniversary of your marriage. You have to-day reached the twenty-fifth mile post on the road to matrimony. It is the silver station on the wedded line, and we, in company with your host of friends, rejoice that you have reached this station without doubling, and that your train has never, through any flaw in the links of love, charity and forbearance, that have coupled you together, broken in two, and that you have reached this high station on your road through life, a station that all trains of matrimony start for. But alas! how few reach it. How many, many wrecks you have passed on the way. Some trains have broken in two, and are never again connected. Other trains are wrecked beyond repair. Some are still in the ditch—a warning to those following to run slow and careful, else they, too, may be derailed. Other trains have started without any way-bill, or even a rate, and I presume they are running wild yet and regardless of all regular trains.

You, my good friends, first procured your running orders, properly signed and 'O. K.-ed,' and then started for this station in the good old regulation style and on the standard gauge road. That you have reached the silver depot on this happy road is but the fulfillment of the wishes and prayers of all your friends, and we pause in our rejoicings on this happy day and supplicate the Supreme Dispatcher of all earthly trains to renew your orders, so that on to-morrow you will start for the fiftieth mile-post in matrimony—the golden station. And though your train may seem to run slower, and the mile-posts appear to come faster, may every one mark a year of happiness to you and yours, and be a guide for other trains to run by; and when the last mile-post of life is seen over the hill beyond it may you see the light of the heavenly depot shining brightly to guide you over the dark river into that realm of happiness where each mile-post has a light eternal and the *limited* does not run. From your affectionate friends,

*Kansas City, Mo.*

MR. AND MRS. ED. COMAN.

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### A SILVERED CROSS.

CONSPIRACY OF THE C., B. & Q. R. R. CONDUCTORS, ET. AL., AND A HAPPY RESULT.

The C., B & Q R. R. conductors, aided and abetted by their wives and friends, are responsible for one of the neatest and most effective jokes of the season, which culminated last evening at the residence of Conductor Joseph Knowles, 419 South Ninth street. And the style in which they did it was thus: They formed a conspiracy to surprise the

genial Joseph, and induced Mr. W. C. Cross, chief clerk to Trainmaster Working, and his estimable wife to assist in the furtherance of the enterprise. The party was to assemble at the residence of Mr. Working, right across the street from Mr. Knowles', and, when the propitious moment arrived, make a sortie and capture the works.

This part of the programme was successfully executed and some twenty-five couple held possession of Joseph's domicile, when Mrs. S. M. Henderson, the better-half of the conductor wearing that name, addressed Mr. and Mrs. Cross, and in a neat and happy speech astonished them with the intelligence that they had been beguiled into carrying out a surprise on themselves for the purpose of affording their friends there assembled and others an opportunity of expressing the high esteem and affectionate regard they entertained for them.

Mrs. Henderson then, in behalf of the conductors, their wives and friends, presented the worthy couple an elegant silver set, comprising twelve solid silver spoons, a teapot, sugar bowl, cream picher and spoonholder.

Mr. Cross responded as eloquently as his agitated frame of mind would permit, and after a brief season of congratulations, well-wishing and seasonable merry-making, the party sat down to a tempting repast, finishing up the evening with a royal good social time, enlivened by music.

In addition to the conductors and their families, Mrs. T. J. Potter, Mr. and Mrs. J. N. Merrill, Mr. and Mrs. James Working, Mr. and Mrs. Kilby and Mr. and Mrs. A. Karns, were among the conspirators and took part in the proceedings of the evening.

Mr. Cross has held his present position in the trainmaster's office for many years, and during his incumbency has discharged his manifold and perplexing duties with a fidelity and impartiality that has won him the lasting esteem of the train men reporting at this division headquarters. And the manner in which their esteem found expression last evening will be a grateful memory to him and to Mrs. Cross as long as they live to recall it. The ordeal was a silvered cross which they cheerfully bear.—*Burlington Hawkeye*.

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## SOUTHWARD.

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[CONTINUED.]

CHICAGO, ILL., Jan. 5, 1887.

We left our readers thinking of the historic scenes in and around Petersburg, while we journeyed on toward the land of oranges and south wind. After brief halts at Charleston, S. C. (which forgot to quake), and Savannah, Ga., we arrived at Jacksonville, Fla., at 8 p. m., on time. We were much interested *en route* by the description of the shocks at Charleston, as given by persons who were there at the time. At Savannah I had a very pleasant interview with Mr. Fleming, Supt. S. F. & W., which was very satisfactory. The day after our arrival at Jacksonville, we looked around the town, and at 3 p. m. we went to the hall of Division No. 196. There was not a quorum present, but we spent the time very pleasantly in instruction.

At 8 p. m. again we move, going to bed at Jacksonville and getting up near Macon, Ga. We were met at the train by Bro. J. T. Johnson, formerly of No. 152, and were soon at the hotel. During the day we had an informal meeting, which was enjoyed by all. Afterward Bro. Johnson and others took a carriage drive around the city. My stay was greatly enjoyed.

Friday morning, Atlanta, Ga. I find myself again in this historic and beautiful city, and quartered again at the magnificent Kimball House. My memory runs back twelve years, and old familiar scenes swiftly pass in review before me. 'Twas here I first attended a Grand Division meeting, and as I thought of the old familiar names, Collins, Long,

Stanchfield, Vannaman, Keith, Everline, Surles, Whissen, McElroy, Packard, C. J. Smith, Morse, Chambers, Bradley, Capt. Dan Wiley, Whitman, Cotter, McMurray, Kerr, Glenn, C. E. Cross, Kugler, Barlett, Kelley and Shook, and as I gazed, the familiar face of each passed in review before me. Where are they now? Ten are dead, nine are not members, and six only left. Truly the "Old Guard" are fast joining the silent majority. There is but one that followed our Grand Division at each annual meeting since C. G. C. C., W. L. Collins. I have missed one (Omaha) and Bro. Stanchfield. We found Capt. Wiley the same genial brother as of old, but surrounded by others who are now members of the Order.

While in Atlanta we met many old friends. The time passed very pleasantly. Sunday we all repaired to the hall of Division No. 180, where we met the brothers of the surrounding Divisions, a list of which was given in the January number. We had a grand meeting and banquet. Our visit will be long remembered. We regret the absence of Bro. Lattimer, who was called away on business the day before we arrived. At 11 P. M. we again say good-bye, and are whirled away into the darkness toward Chicago. At Chattanooga we saw Bros. Mitchell, Stayall, Haryis and others of Division No. 148, and after a short chat and hearty breakfast at the Reed House, we were again under way via the Queen and Crescent route for home, where we arrived Tuesday morning, on time. Returning my thanks to all brothers for their many and great kindnesses, I am

Yours truly in P. F.

C. S. W.

### ADVENTURES OF A COM-I-TEE.

Away out where the cinnamon bears still  
howl,  
And the panther greets you with a terrible  
growl,  
Where the horse thief hangs high, with a  
fearful scowl,  
Five heroes devised a great plan,  
To settle a grievance, sad grievance, though  
not small.  
So they gathered together at their bold  
leader's call,  
And they wrote on the register at the  
"Merchants," St. Paul,  
"We ain't that kind of a man."  
Said grievance was settled in the twinkling  
of an eye,  
With a most beautiful prospect for the  
"sweet bye and bye."  
The work all accomplished, when each  
drew a long sigh,  
For their troubles had only began,  
And something quite curious transpired  
on the spot,  
Their purses being full while their bodies  
were not;  
Telegram bills presented, then good Lord  
they were hot,  
Saying "We ain't that kind of a man."

Says Gillert, "Revenge is the sweetest thing  
known,  
Let me get a full hand and I'll punish the  
drone.  
He got it, but laid it down with a terrible  
groan,"  
Then sighed, beat that if you can.  
Yet turning deathly pale, sank down in his  
seat,  
Every throb in his heart went clear down  
to his feet,  
When he saw at one glance he was terribly  
beat,  
"Not being that kind of a man."  
Then Larson and Williams, even Snediker  
joined in,  
A regular "go as you please," each deter-  
mined to win.  
When Loughlin exclaimed, "It's a bold  
bloody sin,  
To be punished by the leader of the clan."  
Sleepy, hungry, and faint, as never before  
they had been,  
With a sigh of remorse, but *no* jingle of tin.  
The last one sank to sleep saying, I cannot  
come in,  
Cause "I ain't that kind of a man."

Having arrived in Chicago, this great  
grievance committee,  
They were caught in a corner. "Yet never  
heard Litta,"  
Each saw all the sights in that beautiful  
city,  
Yet avoiding that deathly cancan.  
Their furlough at length, they found was  
expiring,  
The depot far off, so for fear of perspiring,  
A hackman was ordered, half a dollar, but  
wiring,  
Said "we ain't that kind of a man."

O ye gems of Lorraine, each beautiful per-  
former,  
Could not capture these cinnamons like  
caught in a corner,  
Then they sighed for the days when poor  
Johnny Horner  
Sat eating his Christmas pie.  
Then the password went out from their  
"Robin Hood" nest,  
Their favored headquarters which each  
thought the best,  
Each learning the "catch-words" they de-  
parted out West,  
Saying "Not that kind of a man, no  
not I."

### THE L. & N. STRIKE.

At 3 o'clock yesterday afternoon, a delegation of thirty-eight passenger and freight conductors, chiefly the former, representing the 140 members of the local branch of the Order, called "The Brotherhood of Railway Conductors," called upon Division Superintendent P. T. Downs, of the main stem of the Louisville and Nashville railway, at his office, Tenth and Kentucky streets, and tendered their services as brakemen to run, this morning, as many freight trains as were necessary for the service of the road.

#### AT THE ROAD'S SERVICE.

Yesterday morning the conductors held the regular meeting of their Order at Falls City Hall, on Market street, between Eleventh and Twelfth, and after discussing the present strike of the L. and N., came to the conclusion that it was wrong, and ought to be stopped. The conductors do not believe in strikes, and a clause in the constitution of their Order forbids them. In the afternoon the thirty-eight conductors, representing every one of the railways entering Louisville, proceeded to Mr. Downs' office and made their offer.

When the conductors entered the office where the Superintendent was at work and wished to make known their errand, Mr. S. F. Randall, station-master of the J., M. and I., and a member of the Brotherhood, in virtue of formerly being a conductor, acted as spokesman. He said the conductors had thoroughly considered the trouble between the L. and N., and its brakemen and were satisfied that the latter had gone too far and were endeavoring to impose upon the road; therefore these conductors, wishing to see right done, would on the following morning, if the road desired them, man the freight trains, acting in the capacity of brakeman, and take them out on their runs. They were fully able to perform such duties, for all those present had worked their way up, and had served their time as brakemen, being therefore thoroughly familiar with the duties of such employes. Other conductors would have joined in the visit to him (Mr. Downs) to make tender of their services, but they were compelled to go out on their runs, and consequently left their brethren to speak for them.

#### A VETERAN SPEAKS.

J. C. Waterhouse, the oldest conductor present, said that he was one of the first conductors ever employed on the L. and N. He took service in that capacity with the road in 1857, when it had only seventy-two miles of line out of Louisville. He believed he had flagged over every mile of the road between Louisville and Nashville, and he thought he would make a good enough brakeman. Mr. Waterhouse is at present a con-

ductor on the Air-line. Several of the other conductors made little speeches to the same effect.

Superintendent Downs, although somewhat surprised and embarrassed, thanked them most sincerely for their offer of assistance, and said that he never in his life before met such grateful treatment.—*Louisville Courier-Journal*.

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CITY OF MEXICO, Dec. 15, 1886.

WHEREAS, Through the inevitable changes pertaining to the life of a railway conductor, it has become necessary for our esteemed Chief Conductor Bro. J. T. Marr, to depart from among us; and

WHEREAS, Bro. J. T. Marr was the founder and builder of "The City of Mexico Division No. 159, Order of Railway Conductors," by whose indefatigable energy and perseverance the Division was kept together against all obstacles, Therefore, be it

*Resolved*, That the sincere and heartfelt thanks of this Division be tendered to Bro. J. T. Marr for the efforts he put forth in our behalf. And that wherever he may go we trust that his lines may be cast in pleasant places, and that what is our loss is some one's gain. And be it further

*Resolved*, That a copy of these resolutions be engrossed and presented to Bro. Marr, and also a copy sent to THE RAILWAY CONDUCTORS' MONTHLY for publication.

Signed,

H. H. MORAN,  
H. H. GREENLEAF, } *Committee.*  
L. D. CAPPOCK,

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### A RACE AGAINST DEATH.

If corporations are soulless, as some people claim, not all the officials are, as was evidenced in a pathetic occurrence a few nights ago. Daniel Frye, a brakeman in the service of the Chicago, St. Louis & Pittsburg railway, fell between two cars of a moving train the merciless wheel crushing off both legs. The unfortunate man was removed to a comfortable place at Bradford Junction. Being told by the attending surgeon that he could not survive the injury, he was asked if he wished to send any message to his family, and he replied that he would not die until his wife could come to him. The surgeon shook his head in a doubting manner. The bleeding, helpless, but conscious brakeman, knowing that every one despaired of his life, again assured them, this time more determinedly than before, that he would foil the plans of his master, Death, until his wife in person should receive his farewell! When Mr. Charles Watts, one of the Superintendents of the Pan-Handle system, received telegraphic advice of the accident and the dying man's wish, he ordered his most experienced and courageous engineer to attach his locomotive to a coach and convey Mrs. Frye to the side of her husband. In ten minutes after the order was given the "special" left Logansport with the wife on board. To Bradford Junction is 113 miles. The night was stormy. Superintendent Watts stood at the back of the telegraph operator, and in flashes of electricity ordered all trains on to side-tracks. Through the darkness and the storm the "special" whirled upon its mission of devotion and love. The villagers who hover around depot stoves at way stations on winter nights crowded out upon the platforms and stood in respectful silence as the mighty locomotive dazed both sight and hearing for an instant only. Steel rails vibrated under wheels which were measuring over sixty miles an hour. The engineer knew that God and a good road-bed were in his favor. As he backed his driving-wheels at Bradford station his engine seemed as proudly conscious of victory as does the race-horse when leading under the wire. The brakeman had kept his word. Husband and wife embraced. By-

standers, blinded by pitying tears, left the two alone for a moment—only a moment. For with the kiss and the farewell the brakeman closed his eyes and died. Mr. Watts organized and managed the famous train which conveyed Mrs. Garfield over the Pennsylvania road to the side of the assassinated and martyred President. He showed his noble nature, and set a noble example in harnessing the powers of his road to carry the humble wife to the side of the dying trainman.—*Exchange*.

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EAST SYRACUSE, N. Y., Jan. 14, 1887.

EDITOR MONTHLY:—As nothing has been in the MONTHLY from this little Division on account of my negligence, if you will allow me a little space I will give you a little history of our Division. I have been a member of this Division since Jan. 25, 1883. I have never regretted the step I took when I joined this noble Order; when I was initiated the members numbered about forty. A great many have withdrawn to join other Divisions. Two have joined the Division in the heavenly land; two have been totally disabled, and we now number about one hundred; so you see we are not altogether dead.

At a special meeting Dec. 19, called for election of officers, the following were duly elected: D. N. Lepper, C. C.; James Potter, A. C. C.; J. B. Harvey, S. and T.; G. L. Whonhart, S. C.; Wm. Caldwell, J. C.; Wm. M. Morris will represent us in the Grand Division, with F. Ames to help him as Alternate, and your humble servant was asked to act as Corresponding Secretary, which he agreed to do, and I will agree that you will not be bothered with many letters.

The most of our old boys have left us, and the present officers are new and young (as it seems), but we intend to make the coming year profitable. Everything on Central Division seems to move along smoothly, no wrecks, no jars, no unpleasantness of any kind. We have written for and expect before this reaches you, to receive an order to change our running time from 3 P. M. Sunday, to 7:30 P. M. Friday. This is a step I started and I think it is in the right direction. As I have started lately to work in God's vineyard I must work for Him on His day, and for the welfare of the human man the other six days of the week.

Thinking you will aid me in my endeavors to promote happiness by your prayers, I will remain

Yours fraternally in P. F.,

DAVID N. LEPPER,  
Cor. Sec'y.

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ALTOONA, PA., Dec. 20, 1886.

EDITOR MONTHLY:—Having been appointed Corresponding Secretary for the year 1887, and as I have received orders from our C. C. to make myself heard, I will try and do so; whether my readers will be interested in what I write will remain to be seen. Since our organization March 29, 1885, our circle has remained unbroken till Friday, Dec. 17, when the grim reaper death invaded our ranks and removed our brother, W. A. Lewis. Bro. Lewis was instantly killed by being struck by New York & Chicago Limited Express at Huntingdon, Pa., while in discharge of his duty. He leaves a wife and two children, both of which are grown up, and have families of their own. He was a member in good standing in our Division, and a member of our insurance, also of I. O. of O. F., K of P., and G. A. R. His funeral services were conducted by and in accordance with the ritual of the latter organization. Owing to the heavy press of business on our road, we were unable to attend the funeral in a body, but such as could be excused from duty attended, and just here I would like to urge on the Order at large, and our own Division in particular, the importance of being prepared to answer the summons of the G. C. C. of the universe, when it pleases him to call us hence, and also to not neglect to leave our families provided for by becoming members of our insurance.

Our annual election took place Sunday, Dec. 19. A list of officers our Secretary has no doubt sent you before this.

Our Division has not been increasing in numbers as we would wish, but I am pleased to say that the interest in the work has not decreased, and we now and then gather a recruit into the fold. As this is my first attempt at writing for the journal, I had better be brief, or I may be consigned to the waste basket.

Yours truly in P. F.,

MAC.

CHICAGO, ILL., Jan. 17, 1887.

TO THE MEMBERS OF STANCHFIELD DIVISION NO. 41, CHICAGO, ILL.:

*Dear Friends:*—I take this method of extending to you my sincere thanks and heartfelt gratitude for the many acts of true brotherly kindness to myself and children during the long illness and subsequent death of my beloved husband. I wish also to extend my thanks to all the members of the noble Order of Railway Conductors. I acknowledge their true worth by the manner in which they have adjusted my insurance. Although it has pleased the Almighty to take my dear husband, He has left me much to be thankful for. I have a dear, kind brother, who has looked after me and my little one for over a year, and has never tired of his good work. May God bless and prosper the noble Order, and I trust that all your good acts may be perpetuated in heaven, and that the Judge of all will be as considerate to you all as you have been to me and my children, is the prayer of

Yours most respectfully,

MRS. T. BURNS.

### *A GOOD EXAMPLE.*

We wish to recommend to Division Secretaries the method taken by the Secretary of Division No. 47, to acquaint all members of the Division with its standing. If all Divisions would make some statement of this kind at least once a year to their absent members it would be beneficial to both members and divisions.

We would also particularly recommend a portion of Bro. Fahey's language to those members who rely on the secretary to attend to their individual business.

The circular is as follows, including a financial statement which we omit:

The following were elected officers of Division 47 for 1887:

F. J. Dorsey, C. C.; Geo. Thompson, A. C. C.; Joe Fahey, Sec. and Treas.; Wm Fogg, S. C.; Jos. Bertrand, J. C.; O. Bonter, I. S.; A. Bigger, O. S.

Joe Fahey was elected delegate to the next meeting of the Grand Division which will be held in New Orleans in May.

I desire particularly to call the attention of members to Article 7, Section 3, of the Constitution, which states that no Division Card shall be issued to any member unless all dues are paid up to the time of its expiration. The cards are now issued for twelve instead of six months as formerly. It will be necessary for those desiring them to pay their dues up to Dec. 31, 1887, and I wish it to be distinctly and positively understood that none will be issued except in compliance with this rule, except when authorized by the Division. If you expect your financial affairs to be successfully conducted it must be done on purely business principles. I have, during the last month, sent to each member a statement of the amount due up to Jan. 1, 1887. By adding \$4 for local and 50c. for grand dues, with 50c. for the card, you will know just what amount will be required as well as by writing to me for the information. The position of Secretary of a Division numerically so large and where the members are scattered over such a vast area as those of 47, is, I can assure you, not a very desirable one, and the work is multiplied many fold



by the wanton stupidity of members continually asking for information, a knowledge of which they should possess equally with the secretary himself.

During the past fifteen months our Division has been increased by twelve, making our present actual membership ninety-one. The hand of death has been still in our midst throughout the past year, with the result that none have gone to join the countless dead. The attendance of the members at the meetings have been anything but satisfactory, and on several occasions it was only on personal solicitation of myself or other officers of the Division that a sufficient number was gotten together in order to perform the necessary business. That such a shameful spirit of lack of interest in the welfare of our Division should prevail, is certainly beyond the power of my comprehension. Payment of dues alone is by no means all that is necessary to maintain an organization. Our vocation is surrounded with so much uncertainty that it is not only to the interest but it behooves each and all to endeavor to promote that degree of harmony through and by which alone we can only hope to promulgate the grand principles of our Order, and in order that we may be in a position to alleviate the sufferings of the distressed and assist the widow and the orphan it will be absolutely necessary for the vitality of our Division for members to manifest a deeper interest in its welfare. It is to be deeply regretted that any one should permit his personal enmity for this or that member to exclude him from giving our Division a loyal and generous support. Such action has been very detrimental to its interests in the past, and a continuance of such a selfish spirit will only result in our complete extinction.

During the year we have had several calls from other Divisions to assist afflicted brothers and their families, none of which went by unheeded.

The above views are made in all good spirit toward every member of our organization; and if they have the very necessary and beneficial effect of creating a better feeling among members and a deeper interest in the success of our Order, they will not be in vain.

I now turn over to you the trust imposed on me, with a sigh of relief, and none of regret. I have endeavored to perform the duties appertaining to my position with but one object in view, and that was the interests of those who charged me with the performance of those duties. My sole object from the inception of my taking office has been the strengthening of our Division, the protection of its interests financially, and the placing of it in that position in the Order of Railway Conductors to which she is justly entitled.

All of which is respectfully submitted.

Hoping that the New Year will bring abundant success to every member of our Division, I remain

Yours in P. F.,

JOE FAHEY,  
Secretary and Treasurer.

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ALEXANDER STATION, Dec. 28, 1886.

EDITOR MONTHLY:—As there is an old saying of "Better late than never," I thought that I would take it and let you have an article in our MONTHLY from us for the first time. Well, we are still in the land of the living, and always manage to have a quorum in the Division room of Alexander Division No. 158, while we are about holding our own, and expect two applications at our next meeting.

Our passenger conductors on the Virginia Midland do not join us, and I am sure the time is coming that they will wish they had joined hands with us in P. F. in our Order and I am certain if they do come with us and enjoy the rights and principles of the O. R. C., the only regret they will feel will be that they had not come with us sooner.

We had a splendid meeting Sunday afternoon, the 26th. Bro. Chas. Abbott of Elmira Division No. 9, was with us, and gave us some good advice and encouragement. He, you know, was the founder of our Division while he was in this city on a visit. Our

new C. C. "Stumpy" Mankin presided with his usual dignity and kept the boys in place. Our new A. C. C. "Ferdie" Faulkner is a little unruly, but "Boss" Richardson, our Past Chief, and "Shorty" Marshall will soon get him broke in. We missed the pleasant faces of handsome George and Andrew, but they were out of town. We hope our new S. and T. Bro. Deeton, will keep you posted about us: and, by the way, he is our delegate to the New Orleans Convention, and "Ferdie" and Al. want to go along to keep him posted, as they are afraid he will talk too much. He has just come back from Chicago, and is proud of his visit to you.

REX.

MADISON, Jan. 5. 1887.

EDITOR MONTHLY:—Never having seen anything in our MONTHLY in regard to Durbin Division No. 82, I wish to say we are getting along slow, but sure. I think the brothers are beginning to think there is some good in the Order yet, as they are taking more interest in the Order than they have for some time. We have at present thirty-nine members, all in good standing Dec. 26, 1886, we were presented with a beautiful banner by Mrs. Thos. Kane, wife of Bro. Kane, for which suitable thanks were returned.

WHITE LIGHT.

### UNDER HER CHIN.

Tying her bonnet under her chin  
She tied her raven ringlets in,  
But not alone in the silken snare  
Did she catch her lovely floating hair,  
For tying her bonnet under her chin  
She tied a young man's heart within.

—Nora Perry.

And many a time that little chin  
He's heard from since, you bet and win!  
And bonnets she's had for her raven hair,  
And many a time he's been called a bear;  
And now she is throwing her ringlets back,  
And says she shall have a sealskin sacque!

—*Courier-Journal*.

Buttoning the sealskin up to her chin,  
She glideth out and she glideth in,  
And the eyes of women with envy are  
green;

But the erst young fellow is seldom seen,  
For in a dark office he labors like sin,

For the fairy who tied and roped him in.

—*Chicago World*.

Tying her bonnet under her chin  
Is not where the harm to that youth comes  
in.

Nor an office dark; but a big, airy hall,  
With green-covered table and cue and  
ball—

Some friends, a supper, and a little gin—  
There's where the harm to that youth  
comes in.

If a man can enjoy the good things of life  
Why should he growl at the wants of his  
wife,

And fume and scold, and tear and roar,  
And lay all the ills of the world at her  
door?

And why should the fairy have roped him in  
By tying her bonnet under her chin?

—*One of the Girls*.

### ANOTHER EUROPEAN CRISIS.

A startling cablegram announces that "Gadban Effendi is in Europe." Good gad, ban; effendi one but the press agent had said so, we wouldn't have believed it.—*R. J. Burdette*.

# RAILWAY.

## TRAINMEN'S GRAND BANQUET.

The retirement of Mr. T. G. Golden, Assistant Superintendent of the M. K. & T. Texas Division, and the T. B. & H. Ry., from the service of the Missouri Pacific Railway Company, with which he has been connected for the past seven years, on last Monday night, was made the occasion of a grand manifestation, at once of appreciation and regret on the part of the trainmen of the divisions over which he has so long presided. A grand banquet was spread at the McDougall in honor of the veteran official, and the mammoth dining room of this magnificent hotel was filled to overflowing with his subordinates and admirers. At 10:30 P. M. the company filed into the banquet hall and took seats in an open space reserved for the purpose, and the guest of the evening was announced by engineer A. A. Harrison, chairman of the banquet committee. The splendid band of the Philharmonic society played "Hail to the Chief," and Mr. T. G. Golden presented himself in the room attended by Conductors Condon, Loomis and Knowlton. Cheer after cheer greeted him, and it was not till the music had ceased that the ebullitions of enthusiasm were allowed to abate. Then in a few well chosen words the chairman announced the purpose of the meeting, and extended to all the hospitalities of the occasion. Seats were taken around the magnificent spread, and the feasting and toasting of the evening began. Of the merits of the menu we feel incompetent to speak. No cold worded description could do it justice, and we will simply say that it was in every way worthy of the grand occasion and of the great establishment at which it was served. The good things of the spread received all due attention at the hands of the guests. Wine flowed freely, and excellent music by the band lent an additional charm to the occasion. At the conclusion of a fine selection by the band, Engineer J. G. West rose and in the following appropriate speech presented Supt. Golden with a superb 2½ karat solitaire diamond stud. He said:

MR. CHAIRMAN AND FELLOW EMPLOYEES OF THE MISSOURI PACIFIC RAILWAY CO.—It will be unnecessary for me to state the object for which we are met together to-night. It is to banquet our friend and late assistant superintendent, Mr. T. G. Golden, to express our deep regret at his resignation from the service of the Missouri Pacific Railway Company, to assure him of the undying good will of the men over whom he has presided for the past seven years, and to present him with a suitable token of our esteem for him personally and our appreciation of his peerless attributes as a gentleman and a superior officer. In the humble capacity of a locomotive engineer I have studied the motives and the methods of the gentleman here upon my right. I have never had much to say to him; words were unnecessary. If I performed my duty under him no fault was found; if I failed to do so proper notice was taken of the fact, and I think that in thus expressing myself I voice the experience of every man who has been fortunate enough to serve the company under him. No man can say Mr. Golden was a tyrant, and no man can say he was ever derelict in his duty or regardless of the trust reposed in him by the company whose representative he was. Every man has an object in life. With some this object is wealth, with others fame, with others pleasure, but with a few grand souls it is the performance of the duties devolving upon them in the station they occupy in life, and the observance of those philanthropic courtesies which man owes to his fellow-man. In this last noble category Mr. T. G. Golden belongs, and it is in recognition of these grand qualities that we participate in the festivities of the present occasion. Mr. Golden (turning to that gentleman), you have by the faithful discharge of the arduous and complicated duties devolving upon you as an officer of the Missouri Pacific Railway Company, by a commendable regard for discipline, by your equitable policy in the adjustment of the differences which have at times arisen between the company and its employees, and by the uniform courtesy which has ever characterized your treatment of us, won our unqualified approbation and esteem, and in earnest of this fact, and in the name of the employees of the Missouri Pacific Railway at Denison, I present you with his token. May you live long to wear it in honor and success, and when you look upon it may it call to mind pleasant recollections of the men who now confront you, and who, wherever you may go, will always hold in reverence and respect the name of T. G. Golden.

A cyclone of applause followed this eloquent little speech, and when it had subsided Mr. Golden arose and in feeling language voiced his thanks and his appreciation of the gift.

In answer to calls, short speeches expressive of regret at Mr. Golden's departure were delivered by Messrs. A. A. Harrison, C. H. Loomis, George Bartholomew, Master Mechanic Clark, John Condon, A. C. Runyon, A. T. Drew, George Feldler, B. J. H. Warner, Chambers, Max Grundstein, Frank Lyon and others, whose names were unknown to our reporter.

The solo and chorus, "Two Little Ragged Urchins," was beautifully rendered by Messrs. Holloway Smith, A. C. Runyon and G. W. Smith; Mr. H. Smith's fine tenor voice filling the room with melody. In concluding the formalities of the occasion, the chairman of the banquet committee, Mr. A. A. Harrison, rose and said:

We have all been allowed the opportunity of expressing our regret at the resignation of our late esteemed Assistant Superintendent, Mr. T. G. Golden, and I with the rest of you have had my little say. There are, however, a few words which I would like to add before bringing to a close the oratorical exercises of this occasion. I have known Mr. T. G. Golden for the past seven years. Under him I have labored as an engineer. Under him the locomotive engineers have had differences with the railway company, and it has been my lot to approach him as chairman of the grievance committee of that order, and I will say that on all such occasions I have been treated with a courtesy which few superiors show to subordinates, and in a spirit of toleration and equity which commanded my admiration, and that of the gentlemen I had the honor to represent. A voice—"Gentlemen?" The speaker "Yes, gentlemen;" for the engineer who does his duty is the peer of any man (loud and continued applause). He has shown by a religious performance of duty his zeal in the interests of the company, but while remembering that he was an officer, he never forgot that he was also a man. Grand old veteran; we all respect and love him, and in the name of this meeting I now offer him my hand.

He advanced to the center of the room where he was met by Mr. Golden, and the two gentlemen shook hands. The chairman then retired to his seat, and the formal exercises of the occasion were at an end. The band played a quickstep, the Denison glee club sang "Carry Me Back to Old Indiana," where the hoop-poles and pumpkin grow, and there was any amount of handshaking. "Home, Sweet Home," was rendered by the band, and the guests took their departure from the sad yet happy scene.

The following testimonial, framed in gilt and elaborately gotten up on white satin (it being the work of Murray's Steam Printing House), was presented to Mr. T. G. Golden Tuesday, on the eve of his departure for Richmond, Ind., by the gentlemen who tendered him the banquet the previous evening:

#### PREAMBLE AND RESOLUTION.

Owing to the resignation of Mr. T. G. Golden, superintendent of the company with which we are connected, we have come together to express our sincere regret at his approaching departure from our midst, and to adopt a suitable resolution expressing our appreciation of him as a man and an officer. His attitude toward us for the past seven years as a superintendent of the different divisions on which we have been employed, has demonstrated him to be our friend. We desire, on the eve of his departure, to present him a testimonial, to be printed in some appropriate style, and to meet in common with him to-night, at the McDougall Hotel, to present the same, and at the same time tender him a banquet. Owing to the limited time we expect those present to assist us in the carrying out of the object to a successful termination, believing it to be but the duty of each and every employee who has served under him.

*Resolved,* That by a faithful discharge of the very arduous and complicated duties devolving upon you, the chief executive officer of the divisions upon which we have served, a kindness of spirit manifested at all times toward us, a strict regard for discipline and an equitable adjustment of all differences between the road and employes, has won their love and confidence; and it is with the deepest regret that your departure severs an association which has been of the most pleasant character for the past seven years, and we trust that wherever your lot may be cast that your future may be as bright as your past, and we assure you that you carry our best wishes wherever you may go. Respectfully, (Signed by nearly 100 employees.)

SPRINGFIELD, ILL., Jan. 14, 1887.

EDITOR MONTHLY:—I notice the comments in January number of MONTHLY on the Uniform Train Rules, published in the December number. I for one like these rules very well. Of course they are far from being perfect, but as a rule are the best I have seen yet. The first fault I find, is rule 39; I don't like the idea of carrying signals for another train in so many different places. This rule provides for three distinct places on engine and train for carrying signals; there should be but one, and in my estimation the

one place should be on the front end of the engine, whether going forward or backing up. And for reasons, will give: That the headlight of the engine will be protection for that end of the train; there is no occasion to raise green lights for markers, and a green light should never be raised on front of an engine, except for the purpose of carrying signals for a following train. Rule 73 should follow rule 37, as it belongs there, and is out of place as rule 73.

I do not approve of the last clauses of rules 98, 99 and 101, requiring firemen to flag. I think to reverse this rule in regard to firemen and brakemen would be more like it, for the reason that firemen should be on the engine and on the lookout for signals, and brakemen doing the flagging.

I like rule 110 very much, as it will often be the means of avoiding long delays; do not like the last clause of rule 112. Yardmasters should not have authority to put signals on any train, either freight or passenger; all orders to carry signals should come from the dispatcher, over signature of superintendent. Rule 50 is very proper in my estimation, as it is only a double precaution, and is only used to attract attention to signals carried, and should always be answered as per rule 44. I think rule 110 only applies to non-telegraph station, as you only assume time and orders of disabled train to first telegraph office opened, and there receive orders from superintendent to proceed.

I do not see the necessity of informing superintendent or dispatcher as per rule 114, but do consider it absolutely necessary to leave notice at station where you took down signals, and as a further precaution notify opposing trains you meet until you reach first register, then make a note on register in proper place.

Train registers should have forms to cover all such points. A register should, in my estimation, contain the following forms:

Train No. —, section, direction bound, engine, engineer, time of arrival and departure, number of coaches, baggage, loads and empties, conductor, kind of signals, from —, to—. Operator should display his order signal and notify all trains in opposite direction until train for which signal was carried has arrived.

The practice of leaving switches open is a bad one and should never be done. The conductor of each train should see that all switches used by his train are in proper position. The numerous wrecks that have occurred lately fully illustrate this point.

Now, Mr. Editor, if any one thinks he can show any more ignorance than I have hereby shown, I would like to hear from him.

TATTER DEMALION.

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### ESCAPE FROM A PANAMA PRISON.

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Tom Foye, a conductor on the Panama Railroad, was most unjustly sentenced a month since in Colon, to eight years' imprisonment for shooting a bloodthirsty native passenger. He arrived in this port last Tuesday, on the steamer Alene, having made a remarkable escape, attended with great peril and exposure. None of his fellow passengers, with whom he was on the best of terms, suspected his identity until his feet were safe on United States soil. To a reporter of the *World*, Mr. Foye gave yesterday a full account of his experiences in Panama.

"I come from California," he said, "and have been in the employ of the railroad company in Panama for two years. You have no idea of the difficulties we conductors have there. Whenever the canal company pays off, the trains are packed full of drunken cut-throats and robbers from Chili and Peru, and when you ask 'em for their fares you want to look out you don't get a gun or a bowie-knife. They're great, too, for carrying a machette, which is a knife about three feet long, that is used to cut your way through bushes. They're mighty handy with it, and can cut their path as fast as they can walk along. My run was between Panama and Colon.

"In the middle of October last, we had a rough gang on board one day and I had to put off two men that drew revolvers on me. In one of the second-class coaches was a party of about a dozen who were traveling together. One of them struck at me with his machette, and I jumped back out of his way. Every time I'd ask for his fare he'd hit at me, and his companions were chattering away unpleasantly behind me. The fellow finally made a rush at me with his machette upraised, and I drew my revolver and shot him through the head. It killed him instantly.

"There was a good deal of talk among his friends the rest of the trip, but I arrived at Colon unharmed, and gave myself up to the prefect. He sent me to jail. It was a building without a roof and no glass in the windows, and no panels in the doors. I got the fever, and was in a bad state. The English-speaking people were very indignant about the matter, and the American consul general sent for the *Yantic* because he was afraid we'd have an uprising. Finally, the Americans on the railroad struck and refused to work till I was placed in better quarters. Then I was transferred. It was Oct. 17 I shot the man, and not till Nov. 26 did they give me what they called a trial before an *alcaide* and a jury of five. Three of these were Colombians and the remaining two were licensed to run gambling houses and other disorderly places.

"The court room was full of natives during the trial, and they cried down my lawyer when he'd try to speak, and made disagreeable remarks about me. The jury went about at will in the audience and talked the case over. They convicted me, and it was the only safe thing, as far as they themselves were concerned, that they could have done. The judge sentenced me to eight years' imprisonment on Nov. 30 and I served two days. I was placed in jail under guard of fifty soldiers, and there were twenty policemen on the outside. I was the only prisoner, but they were naturally afraid that some one might try to rescue me.

"I got extra rations from outside, and a boy used to come in every evening and clean my cell. The guard changed watch at 6 o'clock every night. The second day of my sentence I managed to get a suit of clothes which looked enough like those worn by the boy, and at the changing of the watch I changed my clothes and shaved off my moustache, which was pretty long. Then I picked up my slop pail and walked out as quiet and easy as you please. As soon as I got out of sight I started on a dead run for the Chagres river. I had \$100 in my pocket and I must have got a start of an hour and a half before I was discovered. At the river I stole a boat and started for the ocean, hoping to reach the *Yantic*, which had arrived about the time I was sentenced. I was in the swamps in the vicinity of Colon for about six days, till arrangements were made to get me out of the country. You can imagine how secretly everything had to be done when I tell you \$10,000 had been offered for my capture.

"I left the country in the steamer *Alene*, of the *Atlas* line, Captain Seiders, sailing from Port Limon. In 1865 this same captain picked up John Boyle O'Reilly, in Southern waters, after he had escaped from New Zealand. Mr. O'Reilly, now the well-known editor of the *Boston Pilot*, was engaged in the Irish conspiracy of 1864, and after two years in Kilmainham jail was transported. There was a reward of £1,000 on his head. I sailed under the name of Jackson and the only suspicious thing about me was the small amount of baggage I carried, it being nothing but a little hand-bag. I never gave myself away once during the passage. We sighted a steamer, which some one said was a *Panama* mailer. I say only half to myself, 'I hope we will reach New York before she does.' I know I set at least one young fellow to thinking. It went hard with the soldiers who lost me from their custody. Their colonel came down on a special train from *Panama* placed the whole company under arrest. The captain and first lieutenant deserted and ran away before the colonel arrived, and the remaining lieutenant, who was officer of the guard when I got away, had his stripes torn off and his sword broken in two.

"I want to say a word about Adamson, the American consul general at *Panama*.

He visited me at the jail after I'd been locked up two weeks, and said he'd do what he could for me. That was the last I saw or heard from him. The English consul called on me and said if I was an English subject he'd get me an immediate trial or have me released in his custody. It's a common thing for him to do, and it's made my blood turn more than once to find Americans laying claims to English citizenship when they got into trouble. The American consul is afraid to say anything or do anything that might displease the native officials and so nobody respects the rights of American citizens. There's lots of injustice done them, and I could tell you of a hundred incidents.

"Early in October last, some trouble arose between the captain and sailors of an American bark which was anchored in the harbor. The captain sent for the police, and four of them boarded the vessel. They met with opposition and their arms were taken away. A large force was then sent aboard the vessel, and though they met with no resistance, they shot and killed four men. Two of these were lying in their bunks in the forecabin. The matter was reported to the consul-general and there it seemed to stop.

"Another time the captain and mate of an American vessel were taking some food to one of their sailors who was locked up. They were ordered away from the jail in Spanish, but, not understanding the language, they were not prompt in obeying. The soldiers thereupon beat the men over the head with the stocks of their rifles, injuring them so badly that they were laid up for a long time thereafter, but the consul never interfered in the matter."— *N. Y. World*.

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### LEFT.

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On every road since railway trains  
To turn their wheels began,  
At every station you will see  
A solitary man.

His brow is damp with beaded sweat,  
His heart with woe is cleft.

Most earnestly he wants to go,  
The man that's always left.

If the train due at 1 P. M.  
Should wait till half-past 8,  
There'd be one man come down to go  
Just thirty seconds late.

—*R. F. Burdette.*

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—A GREAT REWARD will be secured by those who write to Hallett & Co., Portland, Me. Full information will be sent you free, about work that you can do and live at home wherever you are situated, that will pay you from \$5 to \$25 and upward a day. A number have earned over \$50 in a day. Capital not needed. Hallett & Co. will start you. Both sexes; all ages. The chance of a lifetime. All is new. Now is the time. Fortunes are absolutely sure for the workers. Adv.

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—Our peace and quiet has been interrupted at various times during the past month by Brothers R. O. Jeardo, J. W. Staiger, M. Kent, E. D. Phelps, N. D. Austin, R. L. Willard, C. D. Rossetter, E. J. Little, Fred Moore, M. Shehan, M. Burns, J. H. Eickman, J. L. Richardson, J. R. Oliver, Fred L. Chase, W. H. Harrison, S. M. Gage, S. F. Randall, L. L. Ludwick, Geo. H. Laiser, T. E. Lyons, W. R. McGill, F. P. Butterfield, J. R. Stanton, R. K. Alexander, G. W. Lovejoy, F. H. Reese, Geo. Mitchell, J. S. Stephens, Harry Feltrow, B. H. Dowden, R. H. Johnson, J. T. Cuppy, E. H. Belknap, R. A. Purdon, Wm. Milton, J. N. Robinson, T. C. Clifford, and others.

# YARDMASTERS' DEPARTMENT.

WM. BAIRD, Corresponding Secretary.

All communications for this department should be addressed to WM. BAIRD, 3519 Wallace street, Philadelphia, Penn., and should reach him not later than the 15th of each month.

[We must ask readers of this department to overlook its omission from the January number. Copy for it was delayed in transit, and did not reach us until after the last form was closed, and too late to be used in the January number. Hoping that it will not occur again, and that the yardmasters will be more liberal with their contributions in the future than in the past, and wishing the Y. M. M. B. A. a more successful year than any preceding one, we give place to Bro. Baird.—Ed.]

PHILADELPHIA, PA., Jan. 16, 1887.

EDITOR MONTHLY:—Possibly some of the readers of the MONTHLY among the Yardmasters of America turned from the pages of the January number with a feeling of disappointment when they made the unpleasant discovery that the department heretofore allotted to them was not to be found. If such was the case they certainly have no one but themselves to blame. The mere suggestion in the December issue to "sell out or rent" the Yardmasters' Department has, as the inclosed correspondence will show, drawn forth regrets that such should be the case; and the fact that nothing appeared in the January issue has brought to the front a new correspondent who, so far as he is concerned, is determined that we shall "never say die while there is a shot in the locker." "You never miss the water till the well runs dry."

The very interesting letter contributed by "J. C. R." for the February number, although somewhat out of the usual line of railroad men's correspondence, will, I venture to say, be justly appreciated by all who read it; and I might add, without disparagement to other contributors, be looked upon as a welcome innovation. We shall be glad to hear from J. C. R. as frequently as possible, and advise others, "Go thou and do likewise."

Mr. Sanger's visit to the "golden slope of the Pacific" has, I presume, stirred up another correspondent in that quarter from whom we shall be happy to hear again. I must not forget to mention the "old reliable" from Denver, who has never yet missed a month in contributing to the department, albeit a little late sometimes.

Division 37 of Philadelphia has since my last writing lost another member by death—Bro. A. G. Thomas, who was one of the delegates to the 12th annual convention at St. Paul, died on the 18th of November last of typhoid fever. He had been in the employ of the P. R. R. Co. for a number of years, and was at the time of his death Assistant Yardmaster at the Kensington yard in Philadelphia. He became a member of Division 37 at the time of its organization, and had always taken a lively interest in the Association. Quite a number of members were in attendance at his funeral.

During the Christmas week we had the pleasure of a visit from Ex-President J. C. Campbell of the Yardmaster's Association. Bro. Campbell made a short stop at Altoona and Harrisburg on his way to Philadelphia, where he found the members of the Order at these points doing their best to make the organization a success. He also took a trip to Washington, Delaware, to pay his respects to President Carter, where he remained a couple of days, extending his trip as far as Dover, Del. Bro. Campbell reports the Order in good condition as far as he went, and the members taking a lively interest in its future. He promises the Corresponding Secretary a contribution for the MONTHLY, and we hope it will be forthcoming without another gentle reminder.

I am glad to be able to inform the readers of the MONTHLY that Bro. J. J. Catlin, Yardmaster at Jersey City, who was so seriously injured in the early part of July last while trying to save a young lady's life from the approach of a train, has so far recovered that his physicians have allowed him to be removed from the insane asylum at Morris Plains, where he has been confined since shortly after the accident, to his home at Elizabeth, N. J. He is getting along very nicely—far better indeed than his friends ever expected.



Through the kindness of Wm. J. Latta, Esq., the General Agent of the P. R. R. at Philadelphia, the members of Division 37 have been furnished with a large room on the third floor of Broad Street Station, for the purpose of holding their monthly meetings. The first regular meeting in December was held in the above place, when a committee was appointed to convey to Mr. Latta the thanks of the Division for his kindness. The Division has been meeting since its organization at Donaldson's Hall, Broad and Filbert streets, where it has been under some expense, which is now happily avoided.

Hoping the Yardmasters' department will make a better showing in the future than it has done in the past, I remain,

Yours in P. F.,

WM. BAIRD, Cor. Secy.

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SAN FRANCISCO, CAL., Jan. 2, 1887.

WM. BAIRD, Esq.

*Dear Sir:*—Thinking the members of our Association would like to hear from the "Golden Shore," more especially as we have had a very pleasant visit from our Grand Secretary and Treasurer and his lady, I write, hoping you will have less cause for complaint as to the Yardmasters' space in the MONTHLY in the future, at least so far as Pacific Division 66 is concerned. We held our regular monthly meeting on Tuesday, Dec. 12, in hall, Fifth and Mission streets, San Francisco. An election of officers for the ensuing year took place, which resulted in the following gentlemen being appointed to fill the respective offices: President, G. M. Teeple; Vice-President, H. G. McCormack; Secretary and Treasurer, A. M. Wrede; Trustees: Chas. Newton, John Duvean, Jacob Wheeler; Corresponding Secretary, John K. Murray.

After the usual routine of division business had been transacted, we had an address from Joseph Sanger, Esq., descriptive of his journey across the continent; also a dissertation on the duties and responsibilities accompanying membership in the Y. M. M. B. A. His remarks were listened to with marked attention, and will help to cement the boys closer together and brace them up to the duties of life. We hope Mr. and Mrs. Sanger have very pleasant memories of their reception at the Golden Gate; and while they have left behind them lasting impressions acquired during their short stay with us, we extend the invitation to "call again."

Through the efforts and influence of J. H. Thomson, General Yardmaster C. P. R. R., and H. G. McCormack, General Yardmaster S. P. N. D., transportation was furnished our visitors to objective points of interest, and their stay made as pleasant as possible.

Our Division embraces within itself the right material to make successful railroad men. Three-fourths of the members are veterans in the railroad craft. Some are graduates of Eastern roads while others have been identified with the pioneer railroads of California.

Wishing the members of the association the compliments of this festive season, and soliciting an interchange of correspondence in behalf of Div. 66, with other divisions, I subscribe myself,

Yours in P. F.,

JOHN K. MURRAY.

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DENVER, COLO., Dec. 14, 1886.

WM. BAIRD, Esq.,

*Dear Sir and Bro.:*—In perusing the contents of this month's "Journal" I was well pleased in reading over your letter, and am as much surprised as you are at the utter disregard with which the Yardmasters treat their department in the "Journal." They are all aware that at the last convention Mr. C. S. Wheaton tendered to our association the use of as much space as we wished, which I think a very generous offer on the part of

the O. R. C., and our members ought to show their appreciation of it by contributing a few letters or articles a month. The Yardmasters of America do not stand one whit behind any other class of railroad men for intelligence, and I cannot see why they do not let themselves be heard of once in a while. Bro. Baird, do not get so easily discouraged, but continue in your good work, and perhaps some of our worthy members will wake up to the fact that they have not been doing their duty, and may come to the front; use a little more persuasion.

Our worthy G. S. & T. Joseph Sanger, paid us a visit the latter part of November, accompanied by his estimable wife. Mr. Sanger's health is very poor, and while in Denver was suffering a great deal. Division No. 8 had made arrangements to banquet him and make everything as pleasant as possible, but his health would not permit of our plans being carried through. Mr. Sanger has been our G. S. & T. for a great many years, and in that time has been a good and faithful servant—in fact the association's main stand by in its infancy; and were it not for his energy and pluck there is no telling where our association would be to-day. Himself and wife left for Salt Lake City and San Francisco over the Union Pacific. From a letter I received from Mrs. Sanger they are in San Francisco enjoying themselves. They speak in the highest terms of the boys of Division 66, who are doing their utmost to make the trip pleasant. We earnestly hope that on arrival home Mr. Sanger's health will permit him to resume his duties.

General Order No. 42, issued by S. T. Smith, General Superintendent of the U. P., states that the "Twenty-four hour system is adopted as the standard" on the Union Pacific Railway. All the employes are familiarizing themselves with the new system, but it seems pretty hard for some to get "onto it."

Mr. John Rapliege has received the appointment of Asst. Supt. of the Narrow Gauge Line of the U. P. in Colorado. Mr. R. is well liked by all the boys, and from present indications predict for him a bright career in railroading. With more again, I remain

Yours in P. F.,

J. J. BRESNAHAN.

INDIANAPOLIS, Jan. 6, '87.

FRIEND BAIRD,

*Dear Sir:*—You may be some surprised to receive a letter from me at this point. Myself and wife left Indianapolis Nov. 22 arrived in Burlington, Iowa, Tuesday A. M., 23d, found the Burlington Division all right. Met J. H. McPartland, Gen. Yardmaster of the C. B. & Q. Ry., who is President of Division No. 38; also met several others of Division No. 38. Stopped there until Wednesday A. M., then left for Omaha, via the C., B. & Q.; arrived there in the evening. Spent Thanksgiving day there; found Bro. Harry Gilman, also met Bro. Daniel Conners, who was formerly Gen. Yardmaster of the Mo. Pacific Ry. at Atchison, Kan. He has been transferred to Omaha, as Gen. Yardmaster of the Mo. Pacific Ry. Upon his leaving Atchison he was presented with a beautiful gold watch and chain by his railroad friends, by whom he was held in high esteem. I think now, with the assistance of Bros. Conners and Gilman, Omaha Division will once more be brought to the front. We left Omaha Thanksgiving evening; our next stopping place was Denver, Colo., where we arrived Friday evening, Nov. 26, where we met Bros. Bresnahan, our 1st Vice-President, Samuel Stewart, F. F. Lyons, Fred. Smith, and several other members of Division No. 8. I am pleased to say Division No. 8 is in a healthy condition. We were royally entertained by Division No. 8. Leaving there Sunday at 1:30 P. M. for Ogden, Utah, arriving there Monday evening, Nov. 29, and were very pleasantly received by Bros. Budge, McIntosh and others of Ogden Division. After a few moments' stop with them left for Salt Lake City, and stopping there one day

and two nights we returned to Ogden, and leave there to-morrow night, Dec. 1, for San Francisco (if I feel able to make the trip). At Denver I felt as though I should be compelled to abandon it, and return home, very much, however, against my wish, but I have got thus far, and shall try very hard to complete my proposed trip to the Pacific coast, and return via the Southern Pacific, Atlantic & Pacific, Atchison, Topeka & Santa Fe, and Wabash railway lines, stopping at all the prominent railroad points, and reach home about New Year's Day.

Passing through Sterling, Colo., I met Bro. James Davis, a member of Chicago Division No. 15, who is Yardmaster there for the Union Pacific Ry.

We left Salt Lake City Dec. 1, A. M., and left Ogden at night for San Francisco, arriving there Dec. 3, at 2 P. M. Were met at the depot by Messrs. Wrede and Dillon of Pacific Division No. 66, and escorted to our hotel. Saturday, 4th, I kept very quiet and got rested from the trip. On Sunday we were taken in charge by the same gentlemen, and enjoyed a beautiful ride around the city; visited Golden Gate Park, and several places of interest; Wednesday and Thursday visited Oakland; Friday went to Monterey, returned Saturday P. M. Tuesday P. M. we bid adieu to the members of Division No. 66, and left San Francisco for Los Angeles, arriving there at 3 P. M. Wednesday. Was met at the train by Bro. Dunn, a member of Division No. 66, and taken in charge by him. Remained at Los Angeles until Friday A. M., then left on the return trip home. I stopped at several places upon the road home, including Lathrop, Mojave, Barstow, Las Vegas, La Juntre, Williams, Winslow, Cooledge, Topeka, Atchison, Leavenworth, Kansas City, Hannibal, etc. I met quite a number of the members of the association, and was royally received and entertained by all, and especially by Divisions No. 66, 6, 8, 38, 36, 14 and 47. Also met quite a number of members who had dropped out of the association I think will unite with us again.

The trip was very enjoyable to me, and I trust will result in good for the association. One hundred and thirty-nine new members have been added this year to date.

Respectfully, etc.,

JOSEPH SANGER.

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UNION CITY, Jan. 12, 1887.

WM. BAIRD, Corresponding Sec'y.,

*Dear Sir:*—I saw in the December number of the MONTHLY your suggestion to "sell or rent" the Yardmaster's Department in said MONTHLY. In looking over the January number I failed to find the Yardmaster's Department. Hoping that you have not yet disposed of it, I will write you a short letter. Is it possible that among 1,600 members we cannot find one to say a word for the good of the Association? Those of us who have had the privilege of attending our annual conventions know the interest that is taken in the welfare of the association. It is surprising to know how little interest is taken in our correspondence. But here I pause and ask myself the question, Am I doing my part? And I must answer, no. I am sure if each member would consider the question carefully he would answer as I have. We cannot expect our association to prosper if we do not keep it before the public. I have nothing of interest to write regarding rail-roading, but will offer a few thoughts on American inventions, which is one of the grandest roles in the great drama of human progress.

Invention and civilization have come up out of the ages hand in hand. They stand to each other in the relation of cause and effect, in which they act alternately, the one and the other. There are many factors to be considered in an elaboration of the growth of the world—the chief of them is to be found in inventions. It has made the waters a highway which men travel on as they do on solid land; it and its other self-discovery have lifted the nations from skins and caves to royal purple palaces. The air of this planet

echoing the hum of spindles, the sighing of locomotives, the roar of the speeding trains, the clang of hammers, the clicking of the telegraph and all the innumerable clamors of machinery, chants to all its remotest limits a hymn of praise over the labors of invention. It is impossible to name the first inventor or fix the date of the earliest invention, but this we know, that far, far back in the annals of time a spirit of invention pervaded the race. The art of weaving is one of the oldest of which we have any trace. It is mentioned in the Bible in various places as where allusion is made to curtains of fine twined linen; and blue, and purple, and scarlet.

The Chinese claim the invention of gunpowder, paper and the compass. Inventions began with the Orientals. There the genius of Europe was manifested in Galileo's telescope, Watts' steam engine and Arkwright's spinning frame. As westward the course of empire wended its way across the waters to the New World, it carried along the inventor, and soon the products of mechanical minds were manifested in American arts and manufactures. Almost the first invention of importance was the cotton gin, by Whitney. This was a case in which invention came in response to an urgent demand. Fulton, after making improvements on machinery already in use, invented the steamboat. He also built the first ferry-boat between New York and New Jersey, and New York and Brooklyn. Elias Howe is known in this country, at least, as the inventor of the sewing machine. Goodyear was, without doubt, the sole inventor of the process of vulcanizing caoutchouc. The reaping machine of to-day is the result of numberless improvements which have been made. There are threshing machines, straw cutters, hay bailing apparatuses and numerous other inventions, principally for farm use. Firearms have also been made by Americans. The first breech loader in this country was invented by John N. Hall of Massachusetts. Colt, of Connecticut, invented the revolving pistol which bears his name, and is the model from which all modern revolvers have been constructed. Whether or not Morse was the inventor of the electro-magnetic telegraph, it is certain that he has received the widest recognition. To whom the credit of the first submarine cable is due is not clearly known. The genius to whom we are indebted for the conception, and for the attempt as well as for its success, was an American, Cyrus W. Field. At the present time there are more than fifty-five thousand miles of submarine cables in use, and seven hundred and fifty thousand miles of land wire; of which this country has more than any other. The time is probably not far distant when the Pacific will be crossed and the circuit of the world will be completed. A most important development of the use of electricity is in the telephone, which a few years ago, a mere curiosity, a scientific toy, has become an indispensable part of our civilization. There are various methods in use for the generation of electricity, and for the development of these methods there is an almost endless variety of apparatuses. One of the triumphs of the magneto-electric machine is that connected with illumination. It is also furnishing a substitute for steam as a motor. Whether invention has operated prematurely or responded to an urgent demand, its value cannot be over-estimated. As to the part it has played in the development and the shaping of human progress. As to the future of invention, what can be said that will adequately describe it, if we suppose that the next half century will be as prolific of its results as have been the last half hundred years. But enough of this. Hoping that some good brother will see his way clear to spread himself on paper, I remain,

Yours, etc.,

J. C. R.

# LEGAL.

Edited by R. D. Fisher, Indianapolis, Ind.

## CXVIII.

*Train Service—Passengers by Mistake—Ejection by Conductor—Injuries.*—In this, an action for damages on account of personal injuries, it was

*Held*, That where a conductor ejects a passenger at an improper place, the company is liable for approximate injuries, or those which were the natural and probable consequences of the conductor, such as under the circumstances of the case might and should have been foreseen by the conductor as likely to flow from his act.

*Held*, That there is no legal presumption that a person about to become a passenger on a railway knows the rules and regulations thereof; and while a passenger is bound by reasonable rules and regulations not appearing on his ticket, his ignorance of regulations may excuse his acts done in violation of regulations unknown to him, so as not to constitute him a trespasser. Further, a trespasser who enters a car by mistake is not a trespasser; and while the conductor may eject him he must not put him off at an improper place.

Lake Shore, etc. Railway & Co. v. Roesenzweig, Pa. S. C., Nov. 4, 1886.

## CXIX.

*Passenger—Obeying Instructions—Change of Cars—Conductor's Call.*—Action, for damages resulting to plaintiff on the ground of the negligent and careless service of defendant's conductor in ordering a change of cars while the car occupied was still in motion. The defense was that the plaintiff's contributive negligence was the cause of the injury, and judgment had. The plaintiff appealed wherein it is

*Held*, That a passenger in a railroad car who, in obedience to a trainman's or conductor's call to "change cars," and after the car, on arriving at a station, has so nearly stopped that it appears to persons of ordinary intelligence and observation to have fully stopped, rises and walks toward the exit, but is thrown down and injured by a sudden jerk of the car, is not chargeable with contributive negligence, and may recover damages from the railroad company for injuries received.

Bartholomew v. N. Y. C. & H. R'y Co., N. Y. S. C., Nov. 1886.

## CXX.

*Relation of Carrier and Passenger—Ticket Purchased—Direction of Ticket Agent—Injury.*

*Held*, That to create the relation of carrier and passenger it is not necessary that the latter should actually have entered the train. If he had purchased a ticket and was crossing the track by and under the direction of the ticket agent, for the purpose of taking the train, he is to be considered as a passenger, and as such entitled to all the rights and protection of one.

The evidence showed that the deceased had purchased her ticket and was awaiting her train. The platform at which the train was to stop was on the opposite side of the track. The agent notified the deceased of the approach of the train, and directed her to cross over to the platform in ample time for her to do so in safety, but that after proceeding part way she returned to the ticket office for a forgotten parcel, and then against the warning of the bystanders, attempted to re-cross the track, in consequence of which she was killed.

*Held*, That if her death occurred under such circumstances it resulted from her own negligence, and the plaintiffs were not entitled to recover.

Baltimore & Ohio R'y Co. v. Mahone et al., Md. S. C., Oct., 1885.

**NOTE.**—This is a just decision. The weight of authority, however, is that railway companies are bound to keep their places of receiving and discharging passengers free from obstruction. And that where tracks are to be crossed they are also legally bound to transfer them safely either by direction or otherwise. But in this case the deceased disobeyed instructions, and thereby contributed to her own injuries and death.

## CXXI.

*Excursion Ticket—Expulsion of Passengers—Justification of Conductor's Act.*

Where an excursion ticket is sold by a railroad company to a passenger at a reduced rate and upon special conditions, the terms of which are printed on the ticket, and one of the conditions is that it shall be used "for a continuous trip only," and "is not good to stop off," the purchaser who accepts and uses it, is bound to take a train which will carry him continuously through from one station to the other, both on going and returning, and not to stop off at an intermediate station while going either way.

**Held,** That if a passenger on his return knowingly takes a train which does not go as far as the station at which he purchased his ticket, and with the intention of stopping off at an intermediate station, the officers of the company are justified in refusing to accept the return coupon of the ticket for his fare, and that the conductor was justifiable in putting him off the train on his refusal to pay the regular fare demanded, or to produce a proper ticket to the station he intended to stop at.

Johnson v. P. W. etc. R'y Co., Md. S. C.

## CXXII.

*Passengers Alighting from Train—Due Care—Rule of Company.*—Action for damages.

It appears that for three weeks prior to the injury the plaintiff had been traveling over the defendant's road from N. to H. and back daily; that on the occasion of the injury she was returning home from H. on the afternoon train; that she was in the rear car by the conductor's direction: that when the train stopped at the junction this car was not opposite the depot platform; that the distance from the lower step of the car to the ground was about three feet; that the soil was sandy; that the usual stopping time at this station was forty seconds; that she was injured by stepping or jumping from the bottom step of the car to the ground.

The defendant answered, admitting the allegations set up, but denied her right to recover because of her knowledge that the place was a bad one for alighting, and of her own carelessness in attempting to jump from the steps.

The reply stated it to be her only alternate; that a rule of the company prevented her from going forward through an advance car in order to reach the platform.

**Held,** That evidence that the custom of a railroad company was not to allow passengers to go forward from one car to another in getting out at stations; that the rear car was frequently stopped at a certain point; and that several witnesses had also been injured at that place while leaving trains, is admissible on the question of due care by a railway in providing for the safety of passengers in alighting from a car.

Bullard v. Boston, etc. R'y Co., N. H. S. C., Oct., 1886.

## CXXIII.

*Brakeman—Personal Injury—Minor—Hazardous Couplings.*—Action by appellee on account of injuries received while coupling cars the second day after taking service.

It was alleged that the company's cars were usually equipped with single deadwoods; that the introduction of "double deadwood" cars, which are attended with more hazard to the person making the coupling, was made; that appellee was a minor, and of immature judgment, ignorant of and uninstructed in respect to the difference between double and single deadwoods, or the hazards attending their operation; that the company knew, or by the exercise of proper care might have known of his inexperience, immature judgment, etc.

The company denied liability, pleading that the plaintiff contracted in reference to the hazards of the employment. Judgment was had by plaintiff, and the company appealed.

*Held*, That a service which involves obvious danger may be performed in comparative safety by one experienced, while the same service would be attended by almost certain injury by one without experience or instruction.

*Held*, That an employer who exacts from a servant a service which requires the exercise of caution and skill, that apparent danger may be avoided, the want of which is known, is liable for an injury sustained. (See 113 Mass. 396.)

*Held*, That the rule that the employe impliedly assumes the risks of the service and of such dangers as are obvious and open to ordinary observation does not embrace such risks as set forth in this complaint, where the employe is a minor, and is unskilled and inexperienced.

Judgment affirmed.

L. A. & C. R'y Co. v. Frawley Ind. S. C., Jan., 1887.

#### CXXIV.

*Passenger Alighting from Moving Train by Invitation of Conductor.*—Action for damages on account of injuries. The plaintiff while a passenger, wishing to alight at a point, took his place upon the steps of the coach, holding in his hands a large square box. In attempting to get off he staggered, fell, and was injured. The evidence showed that the conductor told him to "get off," and on his replying that "I will when you stop your shebang," the conductor said, "I tell you to get off."

The defendant alleged that it was negligence for a passenger to leave a moving train in response to an invitation by the conductor, and therefore could not recover.

The lower court held that it was the duty of the defendant to bring its car to a full stop, and that if he did not do so, and the plaintiff alighted while the speed of the train was slackened at the command of the conductor, he could recover. On appeal affirming it is

*Held*, That it is not negligence *per se* for a passenger to get off a slowly moving train in response to a conductor's command; but if the train be moving so rapidly as to render it clearly dangerous to get off, it is negligence to do so. That when there is doubt as to the speed, the question must be decided by the jury.

Delaware etc. Co. v. Webster. Pa. S. C., Dec. 4, 1886.

#### CXXV.

*Railway Crossing—Passenger—Duty of Conductor and Trainmen.*—Action for damages for the death of a passenger. The deceased took passage at B. on defendant's train, having a ticket for M. At a point called C. (a railway crossing) the train was obliged by statute to stop within 500 feet of the track. The deceased left the train, stepped upon a track on the westerly side of the train and was instantly killed by a freight train. This point was not considered a station. No provision was made on the westerly side of the track for passengers, but on the opposite side there was a building and platform. Passengers used it in the capacity of a station. No trains, however, were advertised to stop there, and only did so by process of law.

*Held*, That there was an inducement held out to passengers to leave the train at this point, and as it was certainly dangerous to do so on one side, and the conductor or trainmen failed to direct him not to do so, then that reasonable care for the safety of passengers was not exercised by the company.

*Held*, also, That if by reason of the defendant's neglect of the precaution on the part of its train men it should have taken, deceased left the car at a place where passengers were not expected to leave the train, and thereby lost his life, it would be liable.

McKimble v. Boston & M. R'y Co., Mass. S. C., 1886.

*NOTE.*—It would appear from the above that the Statute of Massachusetts makes it the duty of train men, in charge of a train, to take sole charge of the passengers, and exercise a care over them to that end that no accident may happen to them by reason of a temporary leaving of the train. That the custom of some roads to announce in advance that the next station is so and so, naturally puts all passengers bound for that particular station on the alert, and if not informed to the contrary very often leave the train at the first stopping of the same. Especially is this true during the night time when the surroundings cannot serve as guide to their acts. But to legally expect that train men shall exercise an individual care over all during the day time is a rule too broad to be practicable or just.

## MENTIONS.

- The Secretary of Division No. 40 wishes the address of Bro. Robert H. Graham.
- We regret to learn of the serious illness of the wife of Bro. L. Bickel, but happy to announce that she is in a fair way of recovery.
- Lincoln Division No. 206 was organized by the Grand Chief Conductor Jan. 9, at Springfield, Ill., and will take a place in the front rank hereafter.
- Bro Harry Gilmore has been appointed General Yardmaster for Missouri Pacific Ry. on Belt Line at Omaha in consequence thereof, we congratulate.
- Inquiry is made by the secretary of Division No. 36 for Frank A. Ressor and Henry Cronk, and by the secretary of Division No. 66 for Bro. T. W. Wright.
- Conductor Harry Krieger, of Corning, has achieved distinction as the only conductor in the United States, who wears a stove-pipe hat on duty.—*Elmira Gazette.*
- Arthur Division No. 86, B. of L. E., has our thanks for an invitation to attend their tenth annual ball, which occurs Jan. 31. We can imagine something of what we miss by enforced absence.
- The Conductors' Magazine of this month came to us with a new dress, and also well filled with choice miscellany, poems, and reports of the business done by the Order.—*Beardstown Enterprise.*
- Want of time and pressure of other matter compel us to omit the Ladies' Department from this number. We may be compelled to discontinue it, if our fair readers do not come to our support.
- Bro. J. A. Gayton of Division No. 124, is running a train on the Northern division of the S. P. Ry., and is located at Aptos, Cal. His numerous friends will be glad to hear that he is prosperous and happy.
- Bro. J. W. Neale, New York City Div. No. 54, has forsaken train service, and is now engaged in persuading people to keep clean. He is General Agent for Crawford & Poland, manufacturers of laundry machinery, Boston.
- The RAILWAY CONDUCTORS' MONTHLY comes to us this month arrayed in a new Oscar Wilde, terra cotta colored dress. We do not consider it an improvement on the old one. It will do for a change, however.—*R. R. B. Journal.*
- The correspondent of the MONTHLY from Galesburg, Ill., was recently presented by his brakemen, P. E. Maloney and W. H. Thompson, with an elegant monogram pin, and the brother wishes to publicly acknowledge his appreciation of the gift.
- The "old reliable" house of M. C. Lilley & Co. make a little change in their ad. this month. Any of our readers wanting anything in their line should not fail to correspond with them before purchasing. We can guarantee satisfaction if you place your orders with them.
- Mrs. W. M. Wheeler, through Eddie Burdette, presented to St. Louis Div. No. 3 a handsome album, and it was ordered that every member send a photo of himself and wife for its adornment, and further ordered that if any member lacked a better half he immediately procure one.
- Henry George, Secretary of Division 22, and who, among other misfortunes of early youth, numbers that of having been a chum of the writer, is "raslin" with the rheumatism, and as Hank carries over 300 pounds of "too solid" flesh, there is considerable rheum for it to operate on him.



—Vick, the seed man, is "to the front" again, and has issued a catalogue that surpasses all his previous efforts, and that is saying considerable. Send ten cents, and get it, and you will get the worth of your money and in addition, if you purchase seeds or bulbs of him the ten cents is returned to you.

—We are under obligations to Mr. John Adams, Superintendent of the Fitchburg Railroad for a full history of the great "Hoosac Tunnel," and shall make use of it for the columns of the MONTHLY at some future time. No one visiting Boston should fail to take the tunnel route one way at least.

—We hereby acknowledge and return our thanks for the kindly remembrance, the receipt of invitations to the annual balls of Divisions No. 46, 61 and many others that have for the moment escaped our mind. We wish each every possible success, and regret that we cannot be present at all.

—Bro. Cox sends us a copy of a paper containing the account of the escape of Conductor Foye from a Panama prison, and has our thanks for the same. He suggests that perhaps the United States of America, instead of Colombia, will be good enough for Foye hereafter, and we judge Foye will heartily acquiesce.

—Bro. Milo Burns, of Division 41, walked into the "den" a few days ago and deposited on the editorial desk a handsome little token in the shape of "an old horse's shoe" surmounted by the emblem of American freedom in miniature, and inclosing the letters "O. R. C." and a pair of clasped hands. We anticipate nothing but "good luck" in the future.

—Bro. Geo. J. Johnson, who is known by all, took an involuntary skate "on his ear" a few days since, and as a consequence has been confined to the house for some time. "The wicked stand in slippery places," but we think George was walking at the time he fell. He expects to be out and on duty again in a few days, and we sincerely hope he will.

—We are pleased to note the deserved promotion of Mr. C. S. Merrick, formerly Chief Train Dispatcher on Susquehanna division of N. Y. & E. Ry., to the position of Train Master on same division. Mr. Merrick has been in the employ of the "Old Erie" for a number of years, and enjoys the respect of all. "Clint" has our hearty congratulations on his preferment.

—Bro. J. B. Powell of Alamo Div. No. 59, was so unfortunate as to lose his left arm Jan. 12. Bro. Powell was spending the winter at St. Paul, and while out hunting had his hand so badly shattered by the accidental discharge of a gun that amputation of the arm was necessary. At this writing he is doing well, and a multitude of friends hope to see him out again soon.

—We are in receipt of a pamphlet entitled "The Labor-Value Fallacy," by M. L. Scudder, Jr., published by the Patriot's League of Chicago. It should be carefully read by every one, whether immediately interested in the labor question or not. It is supplied at \$5 per hundred or ten cents per single copy, and can be obtained by addressing the Patriots' League, Chicago.

—Improvements are the order of the day, and the *Journal* does not propose to get left. How do you like our new cover?—*R. R. B. Journal*.

Our fashion reporter is out, and we cannot name the shade of the new outside of the *Journal* without subjecting ourselves to a charge of color blindness, so we will simply say it is new, and we think it an improvement over the old.

—We are in receipt of a "Yale Triumph" fountain pen, and it excels anything of the kind we have ever used, and we have tried quite a number. It is the most convenient by all odds of anything yet produced to our knowledge, and is entirely free from the fault of so many fountain pens, flooding when it is nearly empty. Send for circular to the Yale Fountain Pen Co., 120 William St., New York City. They manufacture them from 60 cents up.

## In Memoriam.

TO EVERY MAN UPON THIS EARTH  
DEATH COMETH, SOON OR LATE.

**Bevington.**—Mrs. John Bevington, wife of our worthy brother, John Bevington of Division No. 177. She was married to our worthy brother March 6, 1862; united with the M. E. Church in 1864; died Dec. 15, 1886, believing that God doeth all things well. Mrs. Bevington was a loving wife and a kind, Christian mother. The brothers of Division No. 177 offer their sympathy to Bro. Bevington and his family in this their great and irreparable loss, and bid them trust in Him who said: "It is I; be not afraid."

**Baker.**—It again becomes our painful duty to record the death of one of our members, J. Baker, who died at Jordan, N. Y., Jan. 3, 1887, of quick consumption. Up to one year ago Mr. Baker gave promise of a long life of usefulness, but in the prime and vigor of his manhood he was stricken by the hand of death, and the Father of us all called the child of earth to that home where sickness never comes. It is in these mysterious ways that God speaks to man through the countless objects of His creation. His law, His goodness and wisdom are written upon the arched canopy of heaven, where the shrubless mountains pierce the atmosphere of eternal winter, and the waves of dark green foliage fluctuate before the strong wind. It is these revelations from God to man that break link after link the chain that binds us to materiality, and open to our view a world of spiritual beauty. W. S. SEARS.

**Campbell.**—We are just in receipt of information of the terrible death of Mrs. Campbell, wife of Bro. Ir. Campbell of Division No. 60. The unfortunate lady, with her little son, was accompanying Bro. Campbell on a trip over the road, Bro. Campbell's train being the second of three sections. The third section collided with the rear of the second. Bro. Campbell, taking the little boy in his arms and calling to his wife to follow, escaped, but the lady, seemingly paralyzed by the imminent danger, walked into the very face of death by going to the rear platform of the car and standing there until the engine struck. We are indebted to Bro. Loomis for particulars of the terrible accident.

**Harler.**—Mrs. R. W. Harler, wife of our worthy brother, R. W. Harler, of Blue Ridge Division No. 184. Mrs. Harler was a loving wife and mother, and her death is sincerely regretted by all who knew her. Her funeral was largely attended by brothers of the Division and their wives. We all offer our most heartfelt sympathy to Bro. Harler in his sad hour of affliction. She leaves six small children.

WHEREAS, It has pleased Almighty God in His infinite wisdom to take from this world to His blissful presence on high, Mrs. M. E. Harler, beloved wife of our brother, R. W. Harler on the 11th of January, 1887. Having a high standard of Christian integrity, she was enabled to leave behind her a happy influence for great good. She had lived such a Christian life in her long, consistent membership of the Baptist church, that when the messenger came she was ready to welcome him and depart for that home prepared for her, "where dwell life and light eternal."

There is a day of sunny rest  
For every dark and troubled night,  
And grief may bide an evening guest,  
But joy shall come with early light.

And thou who o'er thy friend's low bier  
Sheddest the bitter drops like rain,  
Hope that a brighter, happier sphere  
Will give her to thy arms again.

Therefore be it

*Resolved*, That while we most deeply deplore the loss sustained by our brother, yet we bow with resignation to the Divine will.

*Resolved*, That we hereby offer to our dear brother and the children of the deceased our sincere and heartfelt sympathy in this their sad bereavement.

*Resolved*, That these resolutions be spread upon our minutes, and a copy of them be sent to the family of the deceased, and also the RAILWAY CONDUCTORS' MONTHLY.

Respectfully referred.

L. D. SIESTE.

**Kern.**—At a regular meeting of Star Division No. 31, Order of Railway Conductors, Burlington, Iowa, the following resolutions of respect were offered in memory of their late brother, A. L. Kern:

**WHEREAS,** The Grand Chief Conductor of the Universe has removed from us by a deplorable accident one of our number, and has left a vacant chair in our Division room; therefore be it

**Resolved,** That in the death of Bro. A. L. Kern, Star Division No. 31, O. R. C., has lost one of its old and faithful members, and the fraternity a worthy brother.

**Resolved,** That we recognize in his death another warning of the uncertainty of human life, and what may befall any of us in an unforeseen moment; also a commendable example of the deceased, in leaving his family provided for by a life insurance sufficient for their maintenance.

**Resolved** That to the bereaved widow and fatherless children we extend our deepest sympathy, and mourn with them in this their hour of affliction.

**Resolved,** That our charter be draped in mourning for the period of one month; a copy of these resolutions be sent to the family of the deceased, and be printed in the *Burlington Gazette* and the *RAILWAY CONDUCTORS' MONTHLY*.

*Burlington, Iowa, Jan. 16, 1887.*

**Lewis.**—For the first time in our history the angel of death has invaded our ranks and robbed Mountain City Division No. 172, Order of Railroad Conductors, of one of its brightest members, Brother William A. Lewis of this Division, for many years a faithful employe of the Pennsylvania Railroad, who was instantly killed in the discharge of his duty on Friday, Dec. 17, 1886, and in his death Division No. 172 has lost one of its best members, and the Pennsylvania Railroad a faithful and trustworthy employe, who in the strict performance of his duty displayed those qualities of courage and disinterestedness which are the highest traits of genuine manhood. Therefore the following resolutions were adopted Sunday, Dec. 19.

**Resolved,** That to his grief-stricken family we extend our condolence and heartfelt sympathy in this their hour of sorrow. We can only refer them to Him who has promised to be a husband to the widow and a father to the fatherless, and whose loving care will protect all those who put their trust in Him.

**Resolved,** That we wish to ever cherish his memory sacred as a faithful friend and brother

**Resolved,** That our charter be draped in mourning for a space of thirty days.

**Resolved,** That a copy of these resolutions be sent to his grief-stricken family, and that they be given to the papers of Altoona for publication; also that they appear on the minutes of our meeting, and be published in the *CONDUCTORS' MONTHLY*.

W. T. GARDNER,  
GEORGE BRESSLER,  
E. H. SELL,  
Committee.

**Frary.**—GALESBURG, ILL., Jan. 15, 1887.—At a regular meeting of Galesburg Division No. 83, O. of R. C., held Jan. 15, 1887, the following resolutions were unanimously adopted:

**WHEREAS,** It has pleased the Great Chief Conductor of the Universe to remove from our midst, on the 15th of January, Mrs. Ada, the wife of our brother, Frank Frary; and

**WHEREAS,** It is but just that a fitting recognition be adopted; therefore be it

**Resolved,** By Galesburg Division No. 83, O. of R. C., that while we bow with humble submission to the will of the Most High, we do sympathize with our brother, who has been so sorely afflicted; and

**Resolved,** That the heartfelt sympathies of this Division be extended to the family connected; and

**Resolved,** That these resolutions be spread upon the records of this Division, and a copy be transmitted to the friends of the deceased through our city papers, and a copy be sent to the *MONTHLY* of our Order.

W. I. LEGGETT, C. C.  
F. WILCOX, S. and T.

**Price.**—**WHEREAS,** It has pleased the all-wise Ruler of the Universe to remove by death from our midst our beloved brother, G. S. Price; therefore be it

**Resolved,** That West Philadelphia Division No. 162 has lost a friend and brother, whom to know was to love; and while we bow with humble submission to the will of Divine Providence, we deeply mourn the loss of one who in the prime of his manhood has been suddenly removed from among us.

*Resolved*, That to his grief-stricken family we extend condolence and heartfelt sympathy in this their hour of sorrow.

*Resolved*, That we wish to ever cherish his memory sacred as a faithful friend and brother.

*Resolved*, That a copy of these resolutions be sent to his grief-stricken family, and that they appear on our minutes, and that they be sent to our MONTHLY for publication.

WM. A. BINGHAM,

WM. J. MAXWELL,

A. H. McCAULEY,

Committee.

A chair by the table left vacant I see,

A wife left a widow with children three;

Our duty is plain, brothers—remember our vow,

And help this noble woman who is mourning now.

We sometimes think hard of the actions of God,

When He places our loved ones beneath the cold sod,

But remember He doeth all things for the best,

And our loved one, though absent, is in the land of the blest.

*Philadelphia, Dec. 10, 1886.*

A. H. McC.

**Williams.**—WHEREAS, In view of the loss we have sustained by the decease of our brother and associate, W. D. Williams, who died at his home in Wells, Minnesota, on the 27th day of October, 1886; and of the still heavier loss by those who were nearest and dearest to him; therefore be it

*Resolved*, That it is but a just tribute to the memory of the departed to say that in regretting his removal from our midst, we mourn for one in every way worthy of our respect and regard.

*Resolved*, That we sincerely condole with the family of the deceased on the dispensation with which it has pleased Divine Providence to afflict them, and commend them for consolation to Him who orders all things for the best, and whose chastisements are meant in mercy.

*Resolved*, That this heartfelt testimonial of our sympathy and sorrow be forwarded to the family of our departed brother, and published in the RAILWAY CONDUCTORS' MONTHLY.

GEO. J. JOHNSON,

J. E. YOUNG.

ED. GARVIN,

Committee.

**Malonzo.**—SAD OCCURRENCE, RESULTING IN THE INSTANT DEATH OF BROTHER J. R. MALONZO OF BATTLE CREEK DIV. No. 6.—While in the discharge of his duties on the C., B. & N. Ry., near Newport Station, at 5:45 this morning, he slipped and fell, the train passing over and crushing and mangling his body horribly. He was employed temporarily as brakeman, preparatory for his promotion, being a conductor of acknowledged ability and skill, formerly of the C. & G. T. Railway. He was about thirty-two years of age, having a wife and little daughter residing at Flint, Mich. He was a member of Division No. 6, O. R. C., and of the O. R. C. M. L. I. Association.

Too much cannot be said in his praise. His sterling character, his earnest and faithful devotion to duty, made him worthy of the high regard and appreciation in which he was held by all who had the pleasure of his acquaintance. He was about six weeks in the service of the C., B. & N. Ry. Co., all of which time, except one trip, he was with Bro. R. L. Willard, Secretary and Treasurer of St. Paul Division No. 40, his conductor, who loved and regarded him with the approbation and esteem he so well deserved.

Bro. Willard immediately obtained leave of absence and attended to having his remains removed to an undertaker's in this city, and will accompany them to his former home, having immediately wired the Secretary of Division No. 6 of the sad occurrence. All members of the Order, and St. Paul Division in particular, extend to the bereaved family sincere condolence and sympathy in this their greatest trial of life.

*St. Paul, Minn., Jan. 3, 1887.*

# THE RAILWAY CONDUCTORS'

## MONTHLY.

Volume IV.

CHICAGO, ILL., MARCH 1, 1887.

No. 3.



**RICHARD EDWARD FITZGERALD.**

We give above an excellent portrait of one of the best known conductors in America, and each and all who have ever met "Dick" have a good word for him. He commenced his railway life as water boy and held the successive positions of brakeman, baggageman and freight conductor, and for the past twenty-five years has been running a passenger

train on the Mo. Pac. Ry. Mr. and Mrs. Fitzgerald celebrated their silver wedding at their home in St. Louis a short time since, and we clip an account from a St. Louis paper.

Rarer than a marriage, more enjoyable than a feast, and longer to be remembered than almost any other social gathering, was the celebration of the silver wedding last evening of Mr. and Mrs. R. E. Fitzgerald at their home, 904 Tayon Avenue. They were in splendid health and seemed just as happy as they were on the eventful evening when they started out in life together twenty-five years ago. Their ten children are all living, and were present to make the occasion the happier and more enjoyable. Only the two oldest children are married. The remaining eight live at home with their parents, and there is, perhaps, not a happier and more contented family in town. The presents were coming in almost constantly throughout the day and until after the evening celebration was begun. They consist of silver services, knives and forks, spoons, soup ladles, card receivers, and many other articles of silver for table and parlor use.

A number of railroad conductors from other cities were present, and Mr. and Mrs. Fitzgerald received letters of regret from friends in various parts of the United States and Canada, some of which were beautiful in their expressions of friendship and regard. One from Ed Coman and wife of Kansas City contained the following:

"DEAR DICK:—That you have run your matrimonial train harmoniously for twenty-five years to-day is not surprising to those who have seen the 'tender' (one) you coupled on to you in 1862. That you have been a successful manager of the 'Fitzgerald System' is evident from the various branches you have started, some of which have already declared dividends, and by and by will doubtless develop into trunk lines, provided they run on the wedded schedule and the time card rules you can give them from experience. They need not fear collision for I am sure that the ties which hold the rails of love on your road of happiness are strong enough to bear all the trains that will ever run over the 'Fitzgerald System.' We sincerely hope that you and your good wife will be spared to see all your branches celebrate the completion of their wedded lines to the same distance that you do this evening. When at last the supreme general manager of all earthly roads shall order his heavenly depot master to sound 'All aboard' for the last time, may you as a receiver, appointed by the Great Jehovah, be found at the heavenly depot to guide your branches into that bright terminal where there are no wrecks and the 'Fast mail' never enters. Again, regretting our absence, we are sincerely your friends."

A GOOD RECORD.

Another, received from St. Thomas, Ontario, written by J. B. Woodford, Division Superintendent of the Michigan Central Railroad company, says: "It is a wonderful thing to think of being married twenty-five years

and never divorced, but we have been there four years longer. You and I are of such dispositions, and our good wives so lovable that we will, no doubt, celebrate our golden wedding."

Another from C. L. Duncan, superintendent of the Union Depot company, Kansas City, says:

"MY DEAR DICK:—Mrs. Duncan and her young man reached their twenty-fifth-mile post on the route of conjugal felicity five years ago, and as old veterans in the family copartnership, extend to you their hearty congratulations. It has not been a uniform, smooth track with us, although the ties have always been sound. The occasional slight delays to our matrimonial train have usually been followed by pleasant traveling on life's highway, and now after more than thirty years of more happiness than usually falls to the average couple, we can say without fear of being called 'spoony,' that we have made a good run. Our train is still on the track, the ties are stronger than ever, and we hope by and by to land in the great depot above on schedule time. Wishing you a continued clear track, and no vexatious blockades, and that you may live to celebrate your golden wedding, I am sincerely your friend."

#### THE FESTIVITIES.

The carpet in the front and back parlors was covered with tarpaulins and at 9 o'clock West's string band began strains of soft music and all joined in the merry-making, Mr. and Mrs. Fitzgerald being among the most graceful dancers. Among those present were Mr. and Mrs. Ben Walker, Mr. and Mrs. A. H. Wilson of Pacific, Mo.; Mr. and Mrs. McGrath, Mr. and Mrs. Tim Fitzgerald, Mr. and Mrs. G. A. Theobaldt, Mr. and Mrs. James Carroll, Mr. and Mrs. Redmond, Mrs. Henry Coleman, Mrs. Landrigan, Mr. and Mrs. Kennedy, Mrs. Wheeler, Misses Reezie Healy, Annie Craig, Susie Carroll, Miss Jones, Misses Emery Wynn, Mollie and Maggie Landrigan and Annie Kennedy, Messrs. Fitzgerald, Sullivan, Shultz, Joy, O'Neil, Cole, Carroll, West, Bond, Father Tiehen and Father Walsh.

Mrs. S. T. Coleman had written a poem dedicated to Mr. and Mrs. Fitzgerald, which was read by Rev. Father Tiehen. Rev. Father Walsh stated that twenty-five years ago last night he united Mr. and Mrs. Fitzgerald in the holy bonds of wedlock and had called to congratulate the happy pair and wish them continued prosperity and happiness. The family being strict Catholics and it being Friday evening, the feast was not spread until after midnight.

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#### ADVICE TO A YOUNG MAN.

My son, I observed that you are pleased to be a little bit sarcastic on the subject of the "modern evangelist." You sneer at him because, unlike Philip the evangelist, he carefully avoids the way "which is desert," and

refuses to preach, save in the great cities, in the busy centers of religious activity, where there are great multitudes and much applause, and, as you hold, some gain. All this is undoubtedly true. The evangelist of to-day loves a crowd. He knows the value of a huge audience and rattling fusilades of applause. He will not go into the desert on the chance of converting a single sinner from far away Ethiopia, but don't you see he can fire his gospel battery into a whole regiment of sinners by going to the town. As he does not have the power that certain old-fashioned preachers had two thousand years ago, of drawing the multitude after him in the wilderness, he wisely goes after the multitude. But then, my boy, so do the eloquent preachers of no religion. So do these learned and unselfish men who teach suffering humanity that the evangelist is a fraud and all religion a sham. They likewise seek the city and the multitudes, and, not having the faith in the financial liberality of their audiences that the evangelist has in his, these reformers fear to lean upon the much-despised collection and so charge fifty cents at the door. No ticket, no liberal theology. It is only the gospel that is free, after all, my son. Now, do let the evangelist have his way as well as the "reformers." Let him go where the crowd is. He won't hurt the crowd. He doesn't teach the multitude to do anything wrong. Herr Most didn't get into jail for listening to Sam Jones. The Chicago Anarchists were not the outgrowth of a revival meeting. No Presbyterian elder, no Methodist class leader, no Baptist deacon has been indicted for throwing bombs at the police. There may have been an infidel or two, a free-thinker, maybe, an atheist, perhaps, mixed up in that crowd of Anarchists; I do not positively know, but there may have been; you can easily ascertain. But I do know that the deacon and the elder weren't there. None of Sam Jones' converts were there. The evangelist may have some odd, rough, funny ways of teaching, but he doesn't teach evil. He doesn't persuade men to do wrong. He doesn't lift up his voice and cry aloud for free whisky and no Sunday. It is true that he gets paid for his preaching, but it seems to me, my son, that some kinds of preaching are worth paying for as well as others.—*Burdette, in Brooklyn Eagle.*

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FOR THE MONTHLY.

### A SILENCE NOT GOLDEN.

"He never noticed," the young wife cries,  
When her husband's looks show no sur-  
prise.

All day has she thought of the hour  
When he would come home weary;  
Contriving how, within her power  
To make the home more cheery,  
His reticence, then, causes pain,  
She thinks her efforts are in vain.

But her husband's heart was very warm,

When he saw his home made bright,  
And he *was* proud, as he shut out the  
storm,

Of his wife and home that night.

How quickly would the wife's pain ceased,  
Had he only to her said, "I am pleased."



He did not notice," the mother believes,  
 "My care of the children, the thought me  
 grieves,"

Through vigorous toil and vigilant care,  
 Are the little ones brightened and sweet,  
 The mother was happy as she did prepare  
 For the husband's home-coming to  
 greet;

Often her pleasure is dissipated,  
 She *thinks* her labors unappreciated.

Glad as a husband, proud as a father  
 Was he as he viewed his home treasures,  
 He very well knew how children must  
 bother,

But wife and they were his pleasures.  
 Appreciated! highly, but he did not re-  
 veal it,

Being *unspoken* how could she feel it?

"He noticed it not," and the matron stops  
 In her wifely duties to check tear drops.  
 Her husband returns from cares of the day  
 Business yet filling his mind,  
 Is too much occupied to say

"I could not a neater wife find."  
 Her pardonable pride to look as of yore  
 She thinks, has no effect on him more.

And yet her husband, if he spoke the  
 truth

Which trembled upon his tongue,  
 Would have said, "The wife of my youth  
 Are you now, you look so young,"  
 What he *thought* if he would *say*,  
 Would from her heart lift its dismay.

"He noticed it not," said the wife middle-  
 aged,

Nothing could her disappointment assuage,  
 She thought her husband oft to delight

By procuring his favorite dish,  
 Thereby reminding him at the sight,  
 She consulted his every wish.

She *thought* "As a matter of course," he  
 ate it,

That thought, through *silence*, did he  
 create it.

The "matter of course" man ate of the  
 dish,

Thinking wife is more kind than ever;  
 In his heart utters a fervent wish

That her life might be darkened never;  
 Yet by his *silence* was her life darkened  
 Because, in vain, for such *words* she  
 hearkened.

"He never noticed," the old wife said,  
 Whose heart was fresh though grey her  
 head,

For many days, like a maiden shy,  
 When her husband was near has she  
 worried,

Upon his approach her knitting put by,  
 In his absence upon it she hurried.

Warm stockings one morn he found on a  
 chair,

But he did not ask who placed them  
 there.

Yet the old man *thought* as the stockings  
 he took,

"My wife, although aged, is clever,  
 But I am too old, by even a look,  
 To *say* she is dear now as ever."

Had he only *told* the dear old wife,  
 She was, to him, the best in life.

#### QUERIES.

Do men see in those they have wed,  
 Most of these facts but leave them *unsaid*?

Are wifely hearts so easily stirred,  
 Their lives are shadowed for lack of a  
 word?

Is "speech silver and silence gold,"

*But for men in their own household?*

S. E. F.

### A TERRIBLE EXPERIENCE.

Ever since the merry Christmas chimes filled the air with deep-tongued melody, one of our most popular conductors has been wandering aimlessly about the streets wearing upon his face a look so sad, so excruciatingly painful that it attracts unusual attention; when asked by his brother conductors

what causes his despondency, he sadly shakes his head and replies, "Nothing," and resumes his funeral march. Some think him laboring under a great hidden sorrow, and others avow that the canker worm of remorse for some concealed crime is gnawing at his heart, but Dr. Christler thinks he is only bilious and a few doses of medicine will soon bring him around all right. The truth has at last leaked out, and here it is: Our young conductor was desperately in love with one of Ludlow's fairest daughters, and for a Christmas present determined to give her a fine seal skin cloak. On Christmas eve he went to a dry-goods store and told the polite clerk what he proposed to do and asked to be shown into the desired line. His selection was soon made, placed in a box and neatly tied up, and after asking the clerk to lay it aside for a short time the young conductor left the store to dress for his visit. After he had gone out the sleeping devil of mischief in the clerk's polluted heart roused up and led to the commission of a trick so damnable that it would cause the fiends that roam the dark Plutonian shore to blush with shame. Producing a box similar to the one in which the cloak had been placed he laid a pair of red flannel drawers of the feminine gender. Then he tied the package up, neatly wrote the young man's name on it and went home to supper; and the heart of his victim is yearning for gore. The young conductor presently came in, picking up the bundle and with a light joyous step wended his way to the house of his innamorata, whistling, "If ever I cease to love." He was affectionately welcomed and after a few moments' conversation, said:

"I have brought my darling a Christmas gift, and I bring it to her freighted with a love as pure as ever swelled up within the heart of man. In making my selection I had my chosen one's comfort ever before my eyes, and I think that you will agree with me that what I have brought you will not only shelter your fair form from the storms and frost, but will also attract marked attention every time you exhibit it upon the street. Men and women who may see it fitted to your beautiful figure, will turn and gaze after you as you promenade the street, impelled by a power which they cannot resist. They will not only admire its neat fit, which will show every curve of your beautiful round form, but the handsome color as the garment bends and waves with the motion of such a lovely body, will be to the masses a fascinating sight. How my heart beat with pleasure while selecting the present, when I thought how charming you will look with it on, and now darling I have but one request to make, and that is, that my hands may be the first to place the beautiful garment upon your fair form. Let me put it on you and button it about you with a lover's blessing. Arise my beloved and let me see how it fits." He had been undoing the package and as the maiden rose to her feet with a proud and lovely smile he removed the lid. Thinking the red-flannel was placed over the cloak to protect it he caught it up and it unfolded in all its double-barreled grandeur. With a piercing scream she sank to the floor in a swoon, and with every hair on end and his blood frozen with terror, the miserable man fled out into the darkness—out under the cold and silent stars. And yet he wanders up and down the street with an aching heart, mentally praying that death may soon come and blot from memory the experience of that wretched moment.

## EDITORIAL.

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The MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

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### *THE PLATFORM OF THE ORDER.*

Some unknown friend sends us a St. Thomas, Ont. paper with the following item concerning a raise of pay of the engineers on the C. S. Division of the M. C. Railway:

"A deputation representing the engineers and firemen on the C. S. R. Division of the M. C. R. recently waited on General Superintendent E. C. Brown in regard to an increase in pay, said increase being favored by Superintendent Morford and Assistant Superintendent Morehead. It is understood, although no official notice has been received by Supt. Morford or Master Mechanic Flynn, that the request will be granted and that engineers will receive an increase of forty-five cents per day on single trips, and firemen about twenty-five cents per day. The increase was asked for partly in order to place the engineer and firemen on the C. S. R. Division more on an equality with those on the main line, and it is understood that Mr. Brown has given his consent to the increase, provided Mr. Ledyard, the president of the road, agrees."

Our friend writes the following query thereon: "What about the platform of the Order now?" We do not comprehend exactly what the connection is between the item and the platform of the Order of Railway Conductors, nor can we understand what the "platform of the Order" has to do with a raise of pay that had been asked for by and granted to the engineers in the employ of the M. C. or any other railway. The intent of the questioner is apparent, and it undoubtedly is to suggest that because the B. of L. E. is a striking organization they are able to secure better pay where the conductors cannot. Will the querist kindly suggest to the MONTHLY any right enjoyed by the members of that organization in regard to striking that is not equally the right of a member of the Order of Railway Conductors, unless he wishes to violate civil law by interfering with the rights of others? It is true that members of the Order are obligated not to engage in any strike of railway employes, but will our questioner point out anything either direct or implied that prevents him from using his undoubted and unquestioned right to leave the service of his employer whenever he chooses? Having left that service would he have any right to interfere with the rights of another who wishes to enter it, or to deter him from doing so either by intimidation or violence, if such an obligation had not been taken? A man who would obligate himself or enter into a contract not to leave any service without his employer's consent without securing a corresponding contract or obligation from the employer, would certainly be blind to his own interests, and so long as railway companies reserve to themselves the right to dismiss their employes at a moment's notice they certainly cannot complain if the employe reserves to himself the same right to sever the relation between them. If the obligation not to engage in a strike bound members of the Order to surrender their own control of their own actions; if it obliged them to remain in the employ of any railway company or in the employ of any one, until such employer should choose to say, "You may go" or if it in any way, shape or manner interfered with the free exercise of any

right as a citizen, the writer would never have been a member. This much by way of a definition of our understanding of a matter concerning which there is much misunderstanding, particularly with those who are not members. In brief, when members obligate themselves not to engage in any strike of railway employees, they simply obligate themselves to abide by the civil laws of the land, and to concede to others the same rights they claim for themselves.

There is also, judging from the actions of a great many members of the Order, a great difference of opinion as to what the "platform of the Order" is. It seems in a great many cases to be a platform of inaction, and many members seem to be of the opinion that all that is necessary to do is to become a member of the Order, stand upon that platform and wait for the ripe plums to drop into their mouths.

So far as the knowledge of the writer goes, there has not been a single case within the last two years where the members of the Order employed on any road have taken any definite action that they have not succeeded in accomplishing the most of their objects, and in many cases more than they originally intended to ask for. There have been many cases of individual complaint because something has not been done, and because "somebody" don't do something: but will our friend who sends the paper assert that such complaints where no exertion has been made, are just? The "platform of the Order" is comprised largely in one word, "work." Work for the social, moral, physical and financial betterment of members. Its platform is not, sit quietly still while some one else does the work waiting for their labor to hoist you, and when the hoist fails to come complain because of the success of others, who by exertion have advanced themselves.

Now in regard to this case. It seems the engineers employed on the C. S. Division have been at work, and have succeeded in bettering their condition financially, and the MONTHLY earnestly and sincerely congratulates them on their success. Some action may have been taken by the conductors there but we have failed to hear of it if there has. Some little time ago the freight conductors employed on the east end of the Michigan Central Railway went to work, and have succeeded in obtaining what they asked for. The agreement between them and the company is complete, and is not waiting for the approval of any one, and a copy of it is on file in this office.

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### THE "MONON" TROUBLE.

Soon after the issue of the MONTHLY for January, in which our understanding of the trouble between the conductors employed on the L., N. A. & C. Ry. and the officers of that company was given, a complaint was made to the Grand Chief Conductor by Mr. Woodward, superintendent of the railway, and by a member of the Order, that members of the Order had violated their obligations by engaging in a "strike." The matter was immediately taken up by Mr. Wheaton, and an investigation commenced. When the MONTHLY for February was issued the investigation had proceeded for some time, and the evidence collected up to the time of going to press seemed to show that there was ground for the charge.

It has been stated that the members of the Order concerned in the matter acted up on the advice of the writer, given them through the committee. This is entirely incorrect. The committee were in the office here several times, but asked no advice whatever. After they had left the employ of the company they asked the opinion of the writer as to the wisdom of their course, and were told that in his opinion they had acted hastily, and the only advice given was given unasked, and was simply a caution to "be careful" as to their future actions. The above is substantiated by the evidence of every member of the committee who touched at all upon that point.

In regard to the question as to whether any member engaged in a strike the complete evidence fails to show it, and while the verdict to be arrived at in the case of a few members might be the old Scotch "not proven," the majority of those interested are certainly clear, and while there is ample opportunity for difference of opinion as to the wisdom of the action of the majority, there cannot be much difference as to the action of a few who were certainly unwise and indiscreet. One member is under charges for his connection with the matter, but it is not for striking.

The officers of the road insist that the conductors struck, but they utterly fail to substantiate the charge, or to connect a single member of the Order with it, except by mere suspicion, and while one of them asserts that he knows that the conductors incited others to interfere with the business of the road, it is merely an opinion, and he failed to give a single iota of evidence to support the assertion, while it is shown by the testimony of other officers that the members were called upon to aid, and did aid in getting trains out of Lafayette. It is stated that the men who had resigned held meetings and made overtures to the company, but the evidence shows that nothing of the kind was done, but that on different occasions officers of the company sent for the men, or a part of them, and made them offers to re-enter the employ of the company. The trainmaster at Lafayette testifies that the ex-conductors did not interfere, except as requested by him, when they gave him their assistance. It is a fact that the member of the Order who complained that members struck, is indebted to a member he accused of striking for protection from violence at the hands of drunken brakemen.

As a partial excuse for hasty action on the part of some of the conductors, it is a fact that they had much to contend with, and that they had been shamefully treated by some of the officers of the company. It is shown by the evidence, including that of Mr. Woodward himself, that he, to use the language of another officer of that company, "goes off at half-cock"; he has made promises without the slightest perceptible evidence of fulfilling them—certainly the promises have been unfulfilled, and no reasonable excuse is given for not at least making an effort or giving a reason for non-fulfillment. The following extract from the evidence of one member, and which is fully corroborated by other testimony, including that of officers as well as employes, will illustrate some of the "peculiarities" of the case: "When they (the committee) offered to go before Mr. Carson, Mr. Woodward was very anxious for them to go, if they thought he had not stated their case as it should be stated; we then expressed a willingness to see Mr. Carson, and he said he would arrange a meeting; in the ensuing remarks I said to him that we would tell Mr. Carson about the very poor facilities for getting the trains over the road, and Mr. Woodward jumped to his feet and said, 'In God's name, don't make any such report as that when you go to Mr. Carson.' Well, I understood the case—I knew of this trouble before, and I said, 'Well, we will not see Mr. Carson; we have all confidence in the word in Mr. Woodward.'"

There are many details that might be given in connection with the matter, and which will still further excuse hasty action on the part of employes. The evidence fairly summed up shows that so far as Divisions 89, 92 and 137 are concerned, they are absolutely free from any deserved censure; that while the large majority of the members of the Order who were interested personally in the matter are free from blame, except so far as they may be censured for acting hastily, and without due consideration for their own best interests personally, one or two allowed their temper to influence them to place themselves in compromising situations that give room for suspicion, although there is nothing but suspicion against them, and this view of the matter is fully sustained by evidence of officers of the road, excluding all that given by any of those employed as conductors, except that of the member who originally made the charge. It is asserted that there was an agreement between the conductors and brakemen that the latter should strike in support of the conductors, but there is not the slightest proof

of this, while there is evidence to show that there was no such agreement, but that on the contrary the conductors used their influence to prevent interference by the brakemen.

With this we drop the matter, unless compelled by the action of others, to go into further details.

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### *AN EARNEST OF SUCCESS.*

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An agreement has been reached by representatives of the B. of L. E. and the O. R. C. in New York by which both organizations are to support the same person for railway commissioner, and in pursuance of that agreement, the Brotherhood and the Order are pushing the claim of the railway employees of the State to recognition by the appointment of Mr. M. Ricard, an engineer, a prominent member of the B. of L. E., and an employee of the N. Y. C. & H. R. Ry., where he has been running an engine for about thirty years. It is said that the prospects for his appointment and confirmation are very good, and certainly we believe that Gov. Hill will do a wise thing to recognize the claim of the army of railway employees.

It is asserted that a member of the Order declines to recognize the agreement, and is pushing his personal claim for appointment. We are inclined to doubt this, and certainly hope it is not true, for while we freely admit the right of the brother to be a candidate if he so choose, it certainly seems to be a very unwise movement for him, and it would have looked much better if he had declined to be bound by any agreement before any steps had been taken. As it is, if he now enters the field, he subjects himself to the suspicion that he would have been willing to abide by the decision had it been in his favor, but not otherwise.

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### *UNTRUE.*

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MILWAUKEE, WIS.—It has been ascertained the Rio horror was caused by the freight conductor's watch being about seven minutes slow, when he thought he had ample time to get out of the way of the limited. He had visited the Exposition at Minneapolis, and his watch had become magnetized by the electric machines, and had become demoralized without his knowing it. This is a matter of life and death on railways.

We find the above in an exchange, presumably as an introduction to an advertisement, though there is nothing to designate it as such, and it is in a portion of the paper not devoted to advertising, and there is nothing to indicate that it is an advertisement, except the incidental mention of a patented article. It is of course unnecessary to say to those acquainted with the facts that it is wholly untrue, but to others it might be taken as a genuine item of news. The object of calling attention to it is to enter our protest against the prostitution of editorial columns in publishing what the editor must know to be untrue, for pay.

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THAT the matter of insurance spoken of in the February number has attracted some little attention is evidenced by the fact that two Divisions have issued circulars in regard to the matter; there is one obstacle to the plan proposed by one of them that seems to us to be insurmountable, though it may not be. We have neither time or space to comment now, and the circulars come too late to find a space in the March number; we shall recur to the matter in the next number and indicate some of the objections to the plan proposed, unless our correspondents shall cover the ground. We have been promised several communications on the subject.

## FRATERNAL.

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All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY, 115 Dearborn Street, Chicago, Ill., plainly written on one side of sheet only, and they should reach the office not later than the 18th of the month previous to that in which they are expected to appear. *Name of Author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all Divisions. WM. P. DANIELS, Editor.

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GARRISON, MONTANA, Jan. 13, 1887.

EDITOR MONTHLY:—I want your opinion on a subject concerning the members of the Order. I think it would be a good idea for conductors to attach themselves to the Division nearest them. Right here on this Division of the N. P., there are five members of Division No. 47, Winnipeg, two from Portland, Oregon, one from Arizona, and some from I don't know where.

I would suggest that all members affiliate with the Division nearest them. It would help build up the Divisions, and would be much better for all concerned. Of course at present our brothers are discharged for the most trifling pretext, and are not allowed to settle anywhere; but I am of the opinion the day is not far distant when just cause will have to be shown before a worthy brother can be thrown on the world. Just now a conductor is less than nobody. A superintendent is just as likely to refuse him a hearing as anything else.

Another thing I wish to bring forth in favor of compelling brothers to attach themselves to the nearest Division. A conductor joins a Division, say in Chicago; shortly afterward misfortune overtakes him and away he goes with a card in his pocket. We are all obligated to recognize him as a worthy brother. He may, or he may not be worthy, and being far removed from his own Division, there is no check on him. It may be that were he near his own Division he would prove himself unworthy to continue on as a member and be suspended or expelled.

Therefore I respectfully suggest that all members be compelled to join the nearest Division, and the Division can then keep a protecting eye on each and every member, and know what its members are doing.

Yours respectfully in P. F.,

JOHN B. ROBINSON.

NEW YORK, Jan. 10, 1887.

EDITOR MONTHLY:—As our brother C. C. has placed me in the correspondent's chair this year, I shall have to bother you some and show my ignorance to the readers of the MONTHLY.

Our Division No. 54 starts off this year with sixty-five members in good standing, three waiting for initiation, four for promotion, two applications in the secretary's hands, and brothers asking for blanks. Our official staff as installed is:

F. N. Bentley, C. C., of L. P. R. R.	H. Vreeland, Jr., C., N. Y. C. & N. R. R.
Chas. Tuck, A. C. C., C. R. R. of N. J.	S. Swayze, P. S., L. P. R. R.
W. W. Apgar, S. and T., L. P. R. R.	R. E. Mason, O. S., N. Y., N. H. & H. R. R.
O. Aldrich, Sr., C., L. P. R. R.	

Bro. Swayze was again re-elected to attend the Grand Division as delegate. Each officer assumed the roll call at this our first meeting of the year, and from the pleasant

looks of the brothers they are determined to answer for themselves at each meeting, Amen; and if at any time we are called upon to be seated, we will know we have no business on the floor.

Our Worthy Chief made a wise selection in Bro. Hastings as agent for the MONTHLY I wish him success. He has been doing finely so far, and we hope he will number one thousand before he stops. I see Bro. Randall calls on us now occasionally. Welcome, brother. Would be much pleased if more of our brothers could arrange to attend our meetings.

To our brothers that happen this way, and those in the surroundings in particular, the bell is on the outside, is very easy to pull, and if touched we will hear it. We extend to you the hand of Perpetual Friendship and welcome all who come to our meetings on the second and fourth Mondays of each month at 12 M. at No. 300 Eighth avenue, corner Twenty-fifth street, New York City, N. Y.

This being my first, you will excuse blunders and I will stop, remaining

Yours in P. F.,

CORRESPONDENT No. 54.

BOSTON, Jan. 15, 1887.

EDITOR MONTHLY:—The Old Colony R. R. Conductor's room is at the present time undergoing some needed repairs, and the machine poet in a few days posted the inclosed notice on an old gas pipe near the "ruins." "Strict search" has been made to discover his whereabouts, but without result, and it is believed he has made his escape. The bath tub was better than the poetry.

### *GOOD BYE! OLD TUB, GOOD BYE!*

How dear to our hearts was that old dirty  
bath tub,

Which no longer presents its black form  
to our view.

The blacking box, soap, and the filthy wet  
towels,

Are gone, and all now is quite bright,  
fresh and new.

How often we heard a deep moan from the  
old tub,

When some one was bathing, quite hid-  
den from view;

As, first one thing would hit him, and then  
something other,

A chair cushion, blacking brush, or an  
old shoe.

The window half opened to give him a  
"breather,"

Would offer the "Boys" quite a chance  
for their fun;

And just as the "warm bath" would over  
him wander,

He'd get some "ice cold" from the old  
"Syringe Gun."

Good bye! Dear old bath tub, your days are  
now numbered,

And like the old "bucket that hung in  
the well,"

Your use is dispensed with, though in song  
you're remembered,

While "volumes" would fail half your  
merits to tell.

"157."

NEW YORK, Jan. 15, 1887.

EDITOR MONTHLY:—At a short call from Division No. 54, a union meeting was held in their rooms No. 300 Eighth avenue, New York City, Jan. 2. The following Divisions were represented: Nos. 9, 50, 52, 54, 147, 169 and 201, making a total forty-five members. The meeting was opened in due form at 12:30 P. M. with the following officers:



C. C.—A. Holdridge, P. C. C. No. 54. Jr. C.—H. Vreeland, Div. No. 54.  
 A.C.C.—W. W. Pardee, A.C.C. No. 201. I. S.—S. Hastings, Div. No. 54.  
 S. and T.—A. B. Murphy, Div. No. 54. O. S.—R. E. Mason, Div. No. 54.  
 S. C.—O. Aldrich, Div. No. 54.

After the opening ceremonies G. C. C., Bro. C. S. Wheaton (who preferred the floor to the chair), gave the brothers an hour to ask questions concerning the past, present and proposed future of the Order. After answering numerous questions asked him, the work of the Order was exemplified with some remarks. After the remarks of our Worthy G. C. C., C. C. Bro. Holdridge extended the gavel of Div. No. 54 to Bro. R. S. Beers, C. C. of Div. No. 201, to close the meeting, he appointing Bro. Frank Hermanz, Div. No. 201, to officiate.

Meeting closed in due form at 3:40 P. M., and our New Haven brothers departed by special car at 4:30 P. M., to their respective homes.

Yours in P. F.,

ALEX B. MURPHY,  
 Secretary of Union Meeting.

EL PASO, TEXAS, Jan. 7, 1887.

EDITOR MONTHLY:—Not seeing anything through the MONTHLY from El Paso Division No. 69, for a long time, I will make a small assessment upon your space for a few remarks. The past year has been an eventful one for our Division, but we are now on the road to a harmonious and a prosperous condition. At a special meeting held Dec. 30, 1886, the following brothers were chosen as officers for the coming year:

E. L. Mevis, C. C.,	J. M. Porterfield, A. C. C.
A. C. French, S. and T.	A. C. Hobert, S. C.
T. J. Madden, J. C.	J. E. Skinner, I. S.
E. M. Merrick, O. S.	J. B. W. Johnstone, Delegate.
J. L. Finley, Alternate.	

As we have had some difficulty in getting regular meetings as often as we should have, the Division has decided to give more opportunity by holding regular meetings on every Saturday evening at 7 P. M. in Odd Fellows Hall, El Paso street. A hearty welcome to all brothers who come our way.

Hoping we may hear more from all Divisions in the year to come, than in the past, I will close, with best wishes for our publication. I am

Yours truly in P. F.,

E. L. M.

FARGO, DAK., Jan. 22, 1887.

EDITOR MONTHLY:—At a special meeting of Greer Division No. 72, the following officers were elected:

T. R. Sloan, C. C.	C. H. Baker, S. and T.
Chas. Wheeler, A. C. C.	D. McLennon, I. S.
M. Curran, Sr. C.	V. R. Neal, O. S.
J. H. Clarke, Jr. C.	M. Curran, Delegate.
C. Wheeler, Alternate.	

C. H. Baker, the faithful guardian of the bank account was very much surprised as well as pleased to find, Christmas morning, a very handsome chair, a present from the boys as a slight token of their appreciation of his faithful discharge of his duties, he being re-elected.

Bro. Sloan was also re-elected, although he claimed that some one else ought to have a chance.

On the evening of Dec. 22, the Division gave their second annual ball which took place at the Fargo Opera House, and proved to be a very pleasant affair. The dancing commenced at 9:45 P. M., and continued until 1:30 A. M., when all adjourned to the Headquarters Hotel and partook of a most excellent repast, and then returned to the hall and tripped the light fantastic until the "wee sma' hours."

Bro. Sloan is claimed to be the handsomest passenger conductor that runs out of Fargo, and we were all surprised to find that he did not dance. We expected to see him take the shine out of all the boys. The floor was managed by Bros. Carey, Walsh and Curran in a most excellent manner. After all bills were paid, it was found that the condition of the Division treasury was increased quite a little.

On the first of the year the Northern Pacific Company made the train men quite an agreeable surprise in the shape of an increase in pay. Passenger conductors now get \$110 per month. Freight conductors, 3 cents per mile, and 30 cents per hour for overtime. Freight brakemen, 2 cents per mile and 20 cents per hour for overtime. All were well pleased except the Yellowstone division men who sent a delegation to St. Paul to wait on Mr. Odell, the assistant general manager, for a still greater increase in wages. They also wanted Greer Division to send a delegate, but Greer Division appreciated the unasked increase and refused to be represented, and directed the secretary to write to Mr. Odell to that effect.

We have been having the usual Minnesota and Dakota weather; and trains have been making very good time considering. Charley Waterman had his hands and feet badly frozen while trying to get his train on the track which had broken a rail a few miles east of Fargo. We hope to see him out again soon.

The boys all make quite an interest in the working of the Order, but are having all the running that they can attend to, so don't have much time to spare.

I am not a member of this Division but hope to be if ever Division No. 174 sends my transfer card. We are a little out of the way up here and do not have many visitors, but I have always found that the latch string hangs on the outside, and that visiting brothers always meet with a cordial welcome.

We were quite disappointed at not meeting our G. C. C. while he was so near us, but as he was chuck full of business will overlook it this time. I see by the last MONTHLY that he had invitations for three balls, all of the same date, and that neither of them would take no for an answer, although they were all in different towns. He must have to carry his white neckties with him all the time.

Hoping that this will find a corner in the MONTHLY, I will try and pick up a few items for the next.

B.

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TORONTO, Jan. 15, 1887.

EDITOR MONTHLY:—Though I have not acted the role of correspondent as I should, I feel that it is a duty to say something in behalf of Toronto Division No. 17. The Division held a special meeting on Sunday, Dec. 26, and elected the following officers for this year:

R. A. Purdon, C. C.

W. R. Hill, J. C.

Chas. Story, A. C. C.

John Morrison, I. S.

Ed. Williams, S. and T.

R. H. Newton, O. S.

A. Riley, S. C.

Bro. George Pike, the retiring Chief Conductor, was elected delegate to the Grand Division, and Bro. C. Stuart as alternate.

As the Division was about to close, the brothers present met with an agreeable

surprise in the shape of two beautiful flags presented to the Division by Mrs. H. Hall, wife of the retiring secretary and treasurer, Bro. H. Hall. The flags were accepted, and the thanks of the Division were tendered to Mrs. Hall for her generous gift. I cannot allow the opportunity to pass without giving you a description of Mrs. Hall's gift. The flags are made of white satin, bound with gold braid on each side, and rich gold fringe at the bottom, with the monogram O. R. C. worked on one side, and Toronto Division No. 17, worked on the other side. Each of the letters are all done with silk floss.

When I say that the brothers were taken by surprise, I am not overstepping the mark. As this is the first gift that was ever presented to the Division, the brothers did not recover for some time after the presentation. They hardly knew how to thank the generous donor for her kindness, and you may be assured that she will ever be remembered by the brothers of the Division, and it is their hope that she and her husband and family may be long spared to enjoy happiness. Ed.

CATAWISSA, PA., Jan. 17, 1887.

EDITOR MONTHLY:—As it has been some time since anything has appeared in the columns of the MONTHLY from our little Division located here in the mountainous part of Pennsylvania, thought I would let the brothers throughout the land know what we had been doing of late. On Dec. 4, 1886, we changed our hall from the *News Item* hall, to the new hall in Evers' building on Main street, near the railroad. When we made the change, we furnished the hall all through with new furniture and carpets. The Chief Conductor's chair was a present from Bro. James Richel, and the Assistant Chief Conductor's chair from Bro. James P. McCarty, both being handsome pieces of workmanship; and to-day for the size of the Division, we think we have as fine a furnished room as can be found in the State, and we extend an invitation to all our brothers coming this way to call in and examine it.

After we thought we had the hall room all properly furnished, the wives, sisters and friends of the brothers decided that we needed a new and handsome Bible, and at our regular meeting on Monday eve, Dec. 27, there was a strange alarm at the outer door, and when answered, they were found there in a body with the handsome book which they presented to the Division. The Division are under many obligations to them for the present, and extend to them a vote of thanks, as all were taken by surprise and could not offer anything but thanks at the time; but it was agreed at the time that on Jan. 1, 1887, the members should give them an oyster supper in the hall, not allowing any lady to work or contribute toward the supper, which I assure you was given in grand style, and all seemed well pleased with the pleasant evening spent in that way.

At our meeting on January 16, we had quite a delegation from Sunbury Division No. 187, and we were glad to have them call, and hope they will soon come again. As Division No. 187 is in a well located district hope they will agitate a union meeting. Divisions Nos. 12, 160, 143 and 23 would all be able to be represented, and perhaps many more of the Divisions. I think these union meetings are a good way of building up the Order, and going on with our noble work and gaining members to our noble ranks. At our regular meeting on Dec. 4, 1886, the following officers were elected:

B. B. Schmick, C. C.  
A. W. Stadler, S. and T.  
Frank H. Kauffman, J. C.  
Frank McKelvey, O. S.

James Rechel, A. C. C.  
James P. McCarty, S. C.  
B. H. Robb, I. S.

Frank McKelvey also a delegate to the Grand Division at New Orleans. The subscriber to this letter, Peter Bissell, alternate.

By the way, I hope every Division will send a delegate to the Grand Division as there will be lots of work, and no doubt some radical changes, and I want to meet some of the Western brothers there that I met last fall on my trip West. Among them members from Chicago No. 1, Nos. 19, 26, 14, 20, 9, 176, and many more I could mention. Especially am I interested in Divisions No. 26, 19 and No. 1. I will here mention a few names of conductors and I am certain it is a credit for any company to have them in its employ. James Curran of No. 1; Cass McClelland and Wm. Darling (if not a darling of the ladies, I know he is counted a darling by the traveling public on the Michigan division) Mr. J. H. Charlesworth, superintendent, has as noble a set of men as ever pulled a bell cord or run a freight train. Among them Wagner of the Plug, Loop and Wilsey on through trains, and L. H. Harkness as yardmaster at Elkhart whom all the boys respect and obey.

We have had some changes here of late among the officials. Mr. D. C. Reinhart has been made division superintendent of the Catawissa division, and the boys are all well pleased with the promotion. Mr. W. E. Bailey has been made trainmaster, vice M. A. Bertolell, resigned.

We are getting lots of new orders on the bulletin board every day or so, and it keeps the boys all watching out for them nowadays, and all I have to say is to keep them all right and we will come out all O. K. as we have a fine lot of officers to work for. More anon.

Yours in P. F.,

SKILES E. MILLER,  
Div. No. 23.

KITTANING, PA., Feb. 18, 1887.

EDITOR MONTHLY:—Your letter explaining why our last communication for the MONTHLY did not appear in the February number, was duly received, and explanation entirely satisfactory not only to your correspondent, but also we feel safe in saying to all the members of Div. 114. And we think if all who have any grievance against you and the management of the business of the O. R. C. would inquire into and investigate all that you have to attend to and contend with, instead of their maledictions you would have their sympathy, even as we assure you you have the full sympathy of Div. 114, and not for the world would we throw a single straw in your way, or add a single particle to your already heavy burden.

Our P. C. C. Bro. Alexander Connor of the Pittsburgh Division P. R. R. has been laid up for repairs for several weeks, with a severely sprained back, received by slipping on the ice in stepping from his train at Union Station. We are glad to say however that he is improving rapidly and will soon be able to take his run again, greatly to the pleasure of the patrons of his train, who have sadly missed his cheerful voice and smiling countenance.

Bro. O. Righter of West Philadelphia Division No. 162, who was dangerously injured about eight months ago in the yards of the P. R. R. at West Philadelphia, has been visiting his brother who is pastor of the M. E. church at this place. We had the pleasure of making Bro. Righter's acquaintance while here, and found him a gentleman whose acquaintance any one might be proud of. We also found him, although through his injuries a cripple for life, looking cheerfully on the future, and although possibly never being able to again fill the position of conductor, happy in the thought that he was a member of the insurance department of the Order, and confident that the members of the to him noblest of all Orders, would see to it that neither he nor his loved ones should ever come to want.

In our next we shall give an account of the various roads centering in Pittsburgh, whose employes compose Division No. 114. We shall endeavor during the year to give the names of conductors at present employed on each road, provided we can get the necessary information. Will some Brother from each road please give it to us. We believe

it would be of interest to a great many readers of the MONTHLY who formerly were employed on some one of the various roads, but who are now scattered all over the country and who yet retain a warm friendly feeling, for it may be the road where he commenced railroading.

Sincerely yours in P. F.,

D. M. DENSMORE,  
Cor. Div. 114.

EDITOR MONTHLY:—The Third Annual ball Minneapolis Division No. 117 O. R. C., occurred at West Hotel, Thursday, Feb. 17. Was one of the most brilliant events of the season. Never has a gayer party assembled in this spacious house. The conductors may well feel proud of its noble manager, C. W. Shepherd, for never was a social gathering entertained in a more princely style, although the day was one of the worst blizzards of the season; rain, snow and hail fell all day and a driving wind at night piled up the snow in great banks. This did not seem to deter the lovers of the mazy dance, for at 9:15 P. M. three hundred couple had assembled, ready to enter the magnificent dining room (which was used for dancing) to form for the grand march, which was led by Bro. C. S. Pixley and Miss Robinson. From that until 3:30 A. M. they tripped the light fantastic toe. The floor was ably managed by Director Pixley, assisted by Bros. Hough, Flint, Maloney, Murphy, Fitzgerald, Capron, Dacy, Pomeroy, Nester and McNamara. Supper was served in the ordinary from 9 P. M. until 3 A. M., to which all did full justice. The programme consisted of twenty-four numbers. Danz orchestra, one of the finest in the State, furnished the music. Bro. Benson took up tickets at the door as natural as if on his trip to Perry. "No cash fares." Bro Staples supplied the guests with supper tickets, did it as readily as if he was still handling the punch duplex. Among our guests from abroad: Bro. Coman, Kansas City; Bro. Kilpatrick, Chicago; Bro. Geo. J. Johnson and wife, I. G. Loomis and wife, C. L. Leon and wife, L. Holmes, wife and daughter, V. A. Bigelow, wife and daughter, G. A. Garterdam and wife, John Wachter and sister, of La Crosse; Gen. Man. Underwood and wife, Minneapolis & Pacific Ry. Ass. Gen. Supt. Case and wife, C. M. & St. P. Ry., Minneapolis Div. Supt. Hastings and wife, C. B. & N. Ry., Minneapolis; Div. Supt. Kemp and wife, St. P. M. & M. Ry., St. Paul; Asst. Gen. Man. Russell and wife, M. & N. W. Ry., St. Paul; City Ticket Agent Hutson and wife, C. B. & N. Ry., St. Paul; Supt. Telegraph Fox and wife, M. & St. L. Ry., Minneapolis. It was not only a success socially but it will imburse the Division Treasury by four hundred dollars. We hope to have next year many more visiting Brothers. Bro. Flack, our able S. & T. received the money and tickets not sold from the Brothers, but issued no drawbacks. Our C. C. A. Marsh was making himself generally useful as chairman of the reception committee. And allow me to say if any of the members of the Order come this way they must not fail to visit the West Palace Hotel of the world and meet its able manager, Mr. C. W. Shepherd.

ONE OF THE BOYS.

KITTANNING, PA., Jan. 8, 1887.

EDITOR MONTHLY:—At a special meeting Sunday, Dec. 19, R. B. Hawkins' Division 114, of Pittsburg, Pa., elected the following officers for 1887:

D. L. Brown, C. C.

John Walters, A. C. C.

Geo. E. Vance, S. and T.

— Boreland, S. C.

— Easton, J. C.

— Pierce, I. S.

— Parfrey O. S.

Delegate to Grand Convention, Geo. Bishop, P. C. C.; Alternate, Geo. C. Vance. All good men and true, every one of them. And we doubt not but that under their guidance and rule, Division 114 will grow and increase in numbers, so that by the close of the year we shall tread closely on the heels of Kaw Valley Division 55, which we see claims to be the banner Division of the Order.

I may say that we close the year with one hundred and twenty-five members in good standing, a goodly portion of whom are also members of the insurance, and many more have signified their intention of joining it as soon as possible.

At our first regular meeting for this year, held Jan. 2, we had under consideration six applications for membership. We also had four initiations and four promotions, which we think was a pretty fair day's work.

We feel like saying right here, after reading what we have already written, that we think, nay we are sure, Division 114, has made a sad and woful mistake in appointing us correspondent for the JOURNAL. We feel confident that they could, without much trouble, have found some one among them a great deal better fitted to represent them in the columns of the MONTHLY, and we doubt not that ere this time you are heartily wishing in your inmost soul that they had. However, if you will bear with us, and can find room for this in some obscure corner of the MONTHLY we shall bring our effusion to a close for this time.

Yours in P. F.,

D. M. DUNSMORE.

HUNTINGTON, Jan. 9, 1887.

EDITOR MONTHLY:—Atlantic Division 120 elected the following officers to-day for the ensuing year:

J. M. Hubbard, C. C.,	Huntington, Ind.	
C. C. Cronin, A. C. C.,	"	"
O. H. Ayers, S. and T.,	"	" Box 845.
I. L. Wilcox, S. C.,	"	"
J. F. Darmody, J. C.,	"	"
J. M. Sewell, I. S.,	"	"
Paul Huff, O. S.,	"	"

Delegate to New Orleans, L. D. Bennett; Alternate, O. H. Ayers.

I will send you my annual report in a day or two.

Yours truly in P. F.,

O. H. AYERS, Sec'y.

JACKSON, MICH, Jan. 1, 1887.

EDITOR MONTHLY:—I wish to beg a little space in your valuable paper, for the purpose of returning to the Brothers of Division 182, the sincere thanks of myself and wife for their very elegant present to us on Christmas Eve. And for the enlightenment of some of our members who could not be here and knew nothing of it, I will say the brothers having made up their mind to surprise somebody proceeded toward my house, with their wives, sweethearts and music, to the number of about thirty strong.

Bro. McKain called the meeting to order, and Brother R. Russell being made master of ceremonies, in a very neat, speech presented us with a fine upholstered rocker. To say I was surprised would be a mild expression. Brothers, the next time I will not turn away the music.

It being an evening of surprises, Bro. McKain had to stand his share of it as the boys presented him with a fine Nickel-plated Queen. The presentation being made, they all proceeded to have a general good time, and "tripped the light fantastic toe" until the "wee sma' hours" of morning.

A word now about our Division and I will close. We are coming to the front in fine shape, about forty-six strong, and several to be promoted, and also several new petitions in for First Degree. And now, wishing all members of the Order many happy and prosperous New Years, I remain ever

Yours in P

GEO. E. HUNT.

BOSTON, Dec. 23, 1886.

EDITOR MONTHLY:—Boston Division, No. 122, held a special meeting Sunday, Dec. 19, 1886, and elected the following officers for the ensuing year:

Phil. H. Morrison, C. C.	F. E. Hill, A. C. C.
R. A. Murray, S. and T.	John Fitzgerald, S. C.
F. P. Henderson, J. C.	S. Flagg, I. S.

Wm. Minnum, O. S.

Delegate to Grand Division, P. H. Morrison.

Yours truly in P. F.,

ROBT. A. MURRAY, Sec'y and Treas.,  
14 Cross St., Charlestown, Mass.  
P. H. MORRISON, C. C.,  
146 West Third St., S. Boston, Mass.

CHEYENNE, Jan. 6, 1887.

EDITOR MONTHLY:—At a special meeting of Cheyenne Division 128, held in their hall Dec. 29, 1886, the following named officers were elected for the coming year:

J. C. Ferguson, C. C.	W. A. Mills, A. C. C.
F. E. Stephens, S. and T.	L. H. Woodmansee, S. C.
F. W. Rincker, J. C.	J. S. Virmillion, I. S.

J. W. Seibert, O. S.

Delegate, J. C. Ferguson; Alternate, J. E. Ryan.

Yours truly in P. F.

F. E. STEPHENS, S. and T.

GREAT BEND, PA., Jan. 2, 1887.

EDITOR MONTHLY:—At the annual election of officers of our Division, the following Brothers were elected:

Alonzo Arnold, C. C.	Alonzo Conyne, A. C. C.
John Barber, Sr. C.	Patrick O'Neil, J. C.
Andy Stephens, I. S.	Richard Stack, O. S.

Charles Stephens, S. and T.

Delegate, J. B. Howe.

Yours in P. F.,

CHARLES STEPHENS, S. and T.,  
Great Bend Division, 129. (Box 172.)

PENSACOLA, Jan. 2, 1887.

EDITOR MONTHLY:—On Sunday, Dec. 26, at 7 P.M., a special meeting of Pensacola Division, No. 199, O. R. C., convened at their hall for the purpose of electing officers for the ensuing year, and delegates to attend the Nineteenth Annual Session of Grand Division to be held at New Orleans next.

The following are the officers elected:

R. F. Jones, C. C.	Walker Ingraham, A. C. C.
C. E. Cole, S. and T.	W. J. Donaldson, S. C.
R. H. Cathey, J. C.	L. B. McVoy, I. S.

A. S. Lawrence, O. S.

Delegate to Grand Convention, J. T. McConaughy, Corresponding Secretary, R. H. Cathey.

After the election of the above officers we resumed business, that of installing the officers, which was done by Bro. J. T. McConaughy, assisted by Bro. J. G. Melverton, and members. After the completion of the above work, there being no further business the Division closed in regular form.

Now, in regard to our little Division, I am pleased to say it is getting on very nicely. The members all seem to take an interest, and attend meetings promptly.

Bro. C. E. Cole, our efficient and popular Secretary and Treasurer, is desirous of having the evening of meeting changed from Sunday to Saturday, as he finds under the present arrangements his duties in another direction are considerably interfered with. Well we know how it feels to be deprived of the company of our "best girl," especially on an evening when it is new moon.

Our esteemed brother, R. F. Jones, has just returned from a two weeks' sojourn in Columbus, Ga. He appears much improved in spirits. If Russ is as great a favorite with the ladies of Columbus as he is with the Pensacola belles, he doubtless enjoyed his leave of absence.

Bro. J. A. Smith has just returned from Atlanta, Ga., whence he went a few days ago as a representative of our Division to visit Atlanta Division No. 180. While there he met our Worthy Grand Chief, Brother C. S. Wheaton. We are glad to know that Jake enjoyed his trip.

Last, but not least, our jovial and festive Brother, J. T. McConaughy, is flitting about among the fair sex to an alarming extent. It is being quietly murmured among the knowing ones that James is making inquiries about the probable cost of maintaining a household. All the boys here spent Christmas in a very pleasant manner, and every one seemed to be specially favored with a Christmas dinner. Turkeys down here are abundant and of grand proportions. Bidding you a pleasant adieu, I close for the present.

Very truly yours in P. F.,

R. H. CATHEY.

NASHVILLE, TENN. Dec. 27, 1886.

EDITOR MONTHLY:—Election of officers of Rock City Division, No. 135, O. R. C., second Monday in December, as follows:

Samuel Stiles, C. C.

T. H. Woods, A. C.

F. P. Dortch, S. C.

A. E. Durham, J. C.

S. C. Paine, S. and T.

J. Beddon, O. S.

S. W. Mitchell, I. S.

Delegate, D. A. Cole; Alternate, F. P. Dortch.

Sam'l Stiles, C. C., address, Hopkinsville, Ky., and S. C. Paine, S. and T., No. 570 South Cherry St., Nashville, Tenn.

Yours in P. F.,

S. C. PAINE.

### THE CONDUCTORS' BALL.

Not in the history of Easton was a ball more largely attended than was the ball given last night in the Able Opera House by the Ira C. Sherry Division, Order of Railroad Conductors. Fully 1,000 persons were present. This was beyond the expectation of the committee, who had calculated that the temporary floor erected over the parquet chairs would be large enough to accommodate the number expected to be present. Finding the crowd so large the committee tried to procure the use of the regular ballroom to have dancing in both rooms, but unfortunately the hall had not been placed in proper condition after the last entertainment, and the request had to be refused. The managers were then compelled to make the best of the situation, and they did their best to please all.

The evening's entertainment opened with a promenade concert, with music by the Eureka Orchestra of Allentown, which also supplied the music for dancing. The or-



chestra was composed of sixteen pieces, and furnished music that could not fail to please the most fastidious. The grand march commenced at nine o'clock, music being supplied by the Junior Band, and was led by Mr. and Mrs. Thos. Callahan. We think we voice the sentiment of the hundreds of dancers present when we say that this part of the programme was all that could have been desired, the band playing better than we had ever heard it play. Owing to the large number of couples on the floor the march could not be executed as desired. With the limited space it was nicely carried out. The entertainment was well conducted and a success in every particular. It was in charge of Genther Parks, chairman, Wm. P. F. Randolph, H. E. Morris, Theodore Kinney, William H. Laros, Peter Stein, Philip H. Warner, Theodore W. Richards, Charles Martin, William Hughes and S. P. Keifer. The reception committee was composed of William H. Shafer, Charles Getzinger, Harry Riddle, John Hartzell and William H. Keener, with Messrs. Morris, Riddle and Keifer as door committee. Charles Eaton acted as master of ceremonies, John Mahan as floor manager, and Theodore W. Richards, Philip Warner, Wm. H. Laros, M. L. Parks and Charles L. Martin as assistants.

May the fourth annual ball of O. R. C. be as largely attended, as successful and as pleasant, as was the third.

The number of couples on the grand march was 106. If the room had been large enough the number could have been at least 400 couples. The receipts at the door amounted to over \$50. The general run of receipts at other balls given in the past by different parties was seldom over \$20. Between eight and nine o'clock at least 500 people stood on the sidewalks on each side of Northampton street, to see the patrons of the ball enter the opera house.

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COLLINWOOD, O., Dec. 27, 1886.

EDITOR MONTHLY:—At a regular meeting of Garfield Division No. 20, held Dec. 21, 1886, at Collinwood, the following officers were elected and installed for the ensuing year:

D. H. Rogers, C. C.	M. J. Wilson, J. C.
J. W. Sylvester, A. C. C.	J. H. Wood, I. S.
M. N. Hyde, S. and T.	C. A. Hammond, O. S.
R. A. Campbell, S. C.	S. O. Davis, Delegate.
J. W. Sylvester, Alternate.	

D. H. R.

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CLINTON, IOWA, Dec. 28, 1886.

EDITOR MONTHLY:—At our last regular meeting we had election of officers, and the following were elected:

H. Case, C. C.	W. F. Knight, J. C.
W. W. Fenton, A. C. C.	D. Abbott, I. S.
N. J. Oakes, S. and T.	John Curtis, O. S.
F. M. Payne, S. C.	N. J. Oakes, Delegate.

I would say, in behalf of Division 33, this one was the best we ever had. Each brother took great interest, and promised that meetings the ensuing year would be better attended. All we lack is to have Bro. C. S. Wheaton step in and give us a stirring up. We have as fine a lot of men as any Division of the Order. Our passenger conductors are Bros. Fenton, Case, Collins, Dayton and Crosby, on the through runs; on the short runs, Austin and Mr. Holton; on the accommodation trains, Mr. Davis and Bro. Dickinson, better known as Red Dick, and as jolly a fellow as ever handled a punch. On the Belle Plains way freight, Bro. Hicks and Mr. Thomas; on the Cedar Rapids way freight, Bros. O'Hern and Oakes. On the chain gangs, Bros. Knight, Abbott, Corliss, George Goodwin, J. K. Goodwin, Mee, Abbe, Chatterton, Crocker, Hall, Henyan, Perry, Red-

man, Schamee, Shottenkirk, Richardson. Bros. McCoy and Pierson are two worthy brothers running freight and extra passenger on the Galena division of the C. & N. W., also Bro. C. Westcott, extra passenger conductor, on the C., M. & St. P. On and after Jan. 1, we will hold our meetings in the K. P. Hall, in the Toll block.

I omitted to say that Bro. James Anderson, from Eagle Grove Division 164, was master of installation of officers. I hope that he may always be able to perform such duties, as his presence in the Division always brings pleasure.

Yours in P. F.,

N. J. OAKES, S. and T.

BUFFALO STATION, Dec. 27, 1886.

EDITOR MONTHLY:—I send you a list of the officers elected for Buffalo Division, No. 2, for the ensuing year:

H. S. Chapman, C. C.

E. C. Hiser, J. C.

A. A. Love, A. C. C.

C. H. Miller, I. S.

W. J. Jackman, S. and T.

D. Danahy, O. S.

A. Kealing, S. C.

E. J. Richmond, Delegate to G. Div.

H. S. Chapman, 'Alternate.

Respectfully in P. F.,

W. J. JACKMAN, S. and T.

PUEBLO, COL., Dec. 27, 1886.

EDITOR MONTHLY:—At a special meeting of Arkansas Valley Division No. 36, held Dec. 26, for the purpose of electing officers for the ensuing year, the following officers were elected:

D. C. Gile, C. C., Pueblo, Col.

Henry W. Bartlett, S. and T. (Box 716,

A. J. Swinehart, A. C. C.

Pueblo, Col.

J. F. Chambers, S. C.

Hiram L. Adcock, I. S.

Wm. Craig, J. C.

Jas. M. Morris, O. S.

D. C. Gile, Delegate.

Henry W. Bartlett, Alternate.

Please make the necessary change in the Division directory.

Respectfully yours in P. F.,

H. W. BARTLETT, Sec'y.

## RAILWAY CONDUCTORS.

LINCOLN DIVISION, 206, OF THE ORDER, FOUNDED IN SPRINGFIELD, ILL.

The organization of Lincoln Division 206, of the Order of Railway Conductors of North America, took place at K. of P. hall in this city, at 2 o'clock P. M. Sunday, about 225 members of the Order from different parts of the country being present to assist in and witness the ceremony. The cities represented by visiting members were: Chicago, Bloomington, Peoria, Decatur, Roodhouse, Hannibal, Galesburg, Kansas City, St. Louis, Ft. Wayne, and Elmira, N. Y.

The organization was under the direction of Grand Chief Conductor Colvin S. Wheaton of Elmira, N. Y., assisted by Wm. Kilpatrick, Chief Conductor of Chicago Division No. 1; William P. Sheehan, Chief Conductor of Ft. Wayne Division No. 119, and other prominent members of the Order. The Division was instructed by H. C. Simmons of Peoria Division No. 79, who was highly complimented on his work by the Grand Chief Conductor.

The following officers were elected by acclamation, and installed by Wm. Kilpatrick, installing officer, and W. P. Sheehan, Marshal: J. H. Hunt, Chief Conductor; L. D. Austin, Assistant Conductor; J. D. Irwin, Secretary and Treasurer; S. Ryan, Senior Conductor, Thos. Hawkins, Junior Conductor; C. A. Webb, Inside Sentinel; Thomas Foster, Outside Sentinel.

The interest that is felt in the Order by the conductors of this city is shown by the fact that the new division contains the full limit of charter membership, the maximum allowed being twenty.

The Wabash and O. & M. roads ran special trains to this city from Peoria and Beardstown for the accommodation of the visiting conductors, all of whom expressed themselves much pleased with their reception and treatment here.

The new division will hold its meetings on Sunday at 2 P. M., every week, except when there are more than four Sundays in one month. On the fifth Sunday no meeting will be held.

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TOLEDO, O., Dec. 27, 1886.

EDITOR MONTHLY:—Cincinnati Div. No. 107 held their election of officers on the 26th at 3:30 P. M. The following were elected to fill office:

W. P. Harper, C. C.	M. H. Sexton, I. S.
J. Kamer, A. C. C.	J. H. Rosenstock, O. S.
J. H. Rombaugh, S. and T.	F. C. Matlack, Correspondent to J.
Ben. Herlies, J. C.	Wm. T. Bostock, Trustee, for three years.
R. H. Estep, S. C.	

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McCook, NEB., Jan. 10, 1887.

EDITOR MONTHLY:—Harvey Div. No. 95 held a meeting for the election of officers on Dec. 26. There was a fair attendance and the following officers were elected:

C. D. Belknap, C. C.	A. P. Bonno, S. C.
F. C. Stuby, A. C. C.	H. P. Wilkinson, J. C.
S. E. Harvey, S. and T.	A. Saunders, I. S.

Jno Morris, O. S.

C. C. Kiser, Correspondent to the MONTHLY and Del. to Grand Div., and Bro. B. F. Dennison, Alternate.

This Division is prospering, having made many new members during the past year. A. Saunders, and several others joining by card, among whom are F. C. Stuby of Div. 44 A. Saunders, of Belknap Div. No. 96, C. C. Kiser, of Harry Gilmore Div. No. 126, C. D. Belknap, of Garfield Div. No. 20. Our members are nearly all insured and take the MONTHLY. We feel that we have done well when considering the disadvantages which we labored under. "We are located in the heart of the great American desert where the hungry coyote howls his mournful requiem, etc.," and it being difficult to obtain a quorum, as our members are scattered throughout the length and breadth of the B. and M. System. Our Trainmaster is J. R. Phelan, who handles his many miles of track with tact and ability, giving general satisfaction throughout the entire length of his Division, controlling in the aggregate about 750 miles. Our worthy Bro., I. J. Belknap, some time during the early part of the summer betook himself to the wilds of Michigan and, well, Michigan has lost one of its fairest flowers. Upon his return he went into business at McCook, which he has since given up as he thinks he can cry "All Aboard" and punch tickets better than he can sell goods. As this is my first to the readers of the MONTHLY, I will not lay myself open to further criticism.

Yours respectfully,

C. C. KISER.

BEARDSTOWN, ILL., Dec. 12, 1886.

EDITOR MONTHLY:—At a special meeting called for the purpose of electing officers for the ensuing year, the following were elected:

C. C. Parker, C. C., Box 359,  
Beardstown, Ill.

T. M. Cook, A. C. C.

F. Hamilton, S. C.

J. Herety, J. C.

N. B. Clark, I. S.

F. B. Crawford, O. S.

P. Beck, S. and T., Box 243,  
Beardstown, Ill.

C. C. Parker, Delegate to  
Grand Div.

L. J. Golden, Trustee.

PERRY, IOWA, Dec. 21, 1886.

EDITOR MONTHLY:—Perry Div. No. 84 held a special meeting Saturday, Dec. 18 1886, and installed officers for the ensuing year.

The following officers were installed by our retiring C. C., Bro. R. Templeton:

C. J. Blanchard, C. C.

T. A. Burbank, A. C. C.

F. L. Moore, S. and T.

J. M. Buler, I. S.

W. N. Jacobs, S. C.

E. Fraser, J. C.

R. L. Marsh, O. S.

Yours in P. F.

F. L. MOORE, S. and T.

HANNIBAL, MO., Jan. 11, 1887.

EDITOR MONTHLY:—Having been a constant reader of the MONTHLY almost from its birth, I think it my duty to be one of its defenders, as I think it is the best journal published in the interest of railway men in general. Why? Well, there are choice bits of short stories, instructing as well as pleasing. Papers and maps on the late war, Masonic articles, train order problems, blacklisting, blue envelopes, spotters, boycotting, etc., all interesting reading. There are also the different departments: Fraternal, legal, ladies' literature, editorial, railway signals and rules, conductor's tribute, mentions, memoriam, and last, but not least, I will mention the Division department. Of this last department, I will say I consider it alone well worth the price of the journal as a matter of reference.

Now we all believe in a certain climate for certain ailments; some like cold, some warm, others as the matter of ailment suggests. Now how handy for one in search of change of climate, to write to the C. C. or Sec'y of the Divisions in such parts as he thinks of going to; he is sure of a prompt and reliable answer, stating all advantages and disadvantages, chances for employment, wages, etc. I also think that this department should be made a part of the journal proper, by being properly paged, so that it will be retained by the binder as a proper part of the book, and not thrown out as they now do, unless otherwise instructed. It is of no use now, but in future years, it will be searched frequently to aid our memories of whom we used to *know*, of such and such a Division. I have now partly told my reasons for being an advocate of the MONTHLY.

Division 39 at their meeting Dec. 19, 1886, elected the following officers for the ensuing year:

Wm. Russell, C. C.

C. P. Malley, A. C. C. •

Wm. Daugherty, S. C.

Frank Workman, J. C.

Wm. C. DeWitt, Sec. and Treas.

W. C. Richardson, I. S.

Jas. McCartney, O. S.

Delegate to Grand Convention, Wm. Arnold; alternate, C. P. Malley.

The officers elect were installed by Bro. A. G. Brown, Past C. C., of Div. 60, who

in answer to the thanks of the Division, made a neat little speech coupled with some wholesome advice to Order men in general. There is considerable talk of our coming convention, and about what will come before it. I will say one thing, that should be done, and that is, to get all members posted in the work better than now. Scarcely any two Divisions do their work alike. It is for the want of proper instruction; it is next to impossible for Bro. Wheaton to meet with them all, as he no sooner marks out a trip, and probably starts on it, than he is called back by telegram to meet some urgent case in the opposite part of the country. I would suggest that two instructing officers be elected, with a salary of not less than \$2,000 per annum; *one* to make the rounds of all Divisions west of the Mississippi River, as he could best serve all Divisions in his district, the other to have in his district, all Divisions east of the Mississippi River, except Illinois and Wisconsin, these two States to be visited by the G. C. C., who would be ready to meet a Grievance, or other committee, at once. The instructing officers to be under the control of G. C. C., and be required to make report monthly to him. I only offer this as an idea; it could be amended and drawn up in proper form. If adopted, I can see no way to create an interest in our Order, better than to have every brother well posted in the work. Brothers all over the country attend union meetings when *possible*, that are careless about attending their own Division meetings. Education makes good citizens. Thus education in our work will make us good Order men. How many can start or help sing the hymn or air Ortonville? Why would it not be proper to have all our hymns set to music and charge so much per each copy? All Divisions could use them. As to the reserve fund advocated for the insurance department, we could easily drop back to a \$2,000 policy, allow the surplus to be placed in reserve until a proper amount has accumulated, then we can again pay \$2,500, or reduce the assessments.

Now, Bro. Daniels, if this is of any use to the MONTHLY, use it, if too long, use as you please. It will not slight me in the least if not used at all. Wishing the MONTHLY an immense increase in patronage, I remain,

Yours respectfully in P. F.,

F. WORKMAN,

Div. 39, Hannibal, Mo.

WAVERLY, N. Y., Dec. 20, 1886.

EDITOR MONTHLY:—Southern Tier Div. No. 10, O. R. C., held their annual election Dec. 19, 1886, when the following officers were elected for the coming year:

M. Dearborn, C. C.

Wm. Yontz, S. C.

M. O'Brien, A. C. C.

J. A. Nicholson, J. C.

Burt Hutchins, S. and T.

M. R. Bennett, I. S.

F. M. Lathrop, Ass't Sec.

J. P. Gallagan, O. S.

M. S. Hoadley, Delegate to Grand Division.

J. A. Nicholson, Correspondent for the MONTHLY.

Deputy Grand Chief M. S. Hoadley, being present, installed the officers for the coming year. After installation, Bro. C. M. Kishpaugh, of Tunkhannock proceeded to cane our C. C., Bro. M. Dearborn, in a nice genteel way, by presenting him with a fine gold-headed cane, from the members of Division 10, handsomely engraved, "Southern Tier Div. No. 10, to M. Dearborn." After which our worthy C. C., with a few remarks, proceeded to unveil the beautiful picture of Division No. 10. An elegant gold leaf frame, 56 by 60 inches incloses the cabinet photographs of sixty members, which constitute Division 10. The center piece is an elaborate piece of penmanship, executed in India ink, by N. C. Brewster. Eleven charter members surround this center piece; the remaining ones fill in the space, making as handsome a picture as graces any hall in the Southern Tier.

Yours in P. F.,

Div. 10.

CATAWISSA, PA., Dec. 20, 1886.

EDITOR MONTHLY:—At a regular meeting of Sylvania Division No. 23, held on Dec. 5, the following officers were elected for the ensuing year:

B. B. Schmick, C. C.	F. H. Kauffman, J. C.
James Rechel, A. C. C.	B. H. Robb, I. S.
A. W. Stadler, S. and T.	F. R. McKelvey, O. S.
James R. McCarty, S. C.	S. E. Miller, Delegate to Grand Conv'n.

Peter Bisel, Alternate.

Yours,

A. W. STADLER, Sec'y.

CRESTON, IOWA, Dec. 20, 1886.

EDITOR MONTHLY:—Creston Division No. 21, held an election of officers, yesterday, with the following result:

P. C. Hawkins, C. C.	E. P. Adams, S. C.
C. F. Allen, A. C. C.	M. F. Roberts, I. S.
J. C. Woodside, S. and T.	J. M. Crail, O. S.
W. R. White, S. C.	G. M. Loughridge, Delegate.

A. Potter, correspondent of the MONTHLY, will send annual report this week.

Yours in P. F.,

G. M. LOUGHRIDGE.

CLEVELAND, Jan. 19, 1887.

EDITOR MONTHLY:—At a regular meeting of Cleveland Division No. 14, Dec. 26, the following officers were elected for 1887:

Chas. Mullen, C. C.	D. Gilmore, I. S.
F. R. Briggs, A. C. C.	Wm. Stack, O. S.
F. A. Bunnell, S. and T.	F. A. Bunnell, Delegate.
E. L. Paisley, S. C.	A. J. Thieman, Alternate.
John T. Lahiff, J. C.	J. H. Archer, Trustee—three years.

Division 14 had forty-two applications for membership during the last year, of which two were rejected. All the dues, except of one member, out of seventy-three members are paid. Our financial department is in good condition.

Yours in P. F.,

F. A. BUNNELL, S. and T.

BROOKFIELD, MO., Jan. 10, 1887.

EDITOR MONTHLY:—Brookfield Division 194 held a special meeting Dec. 19 and elected the following officers:

W. D. Crandall, C. C.	Geo. H. Greenawalt, J. C.
J. J. Reavell, A. C. C.	Theo. Hooper, I. S.
J. W. Wayland, S. and T.	M. J. Barry, O. S.
H. H. Murphy, S. C.	

Geo. H. Greenawalt was elected Correspondent to the MONTHLY, J. W. Wayland Delegate, and Seth Taylor Alternate.

We have moved into a new hall where we can meet afternoons instead of nights as heretofore. All visiting brothers will find us in Wheeler's hall, three blocks north of depot, at 2 P. M., on the first and third Sundays of each month. We are doing as well as we can, and now have twenty members, two being admitted by card since Jan. 1, and one initiate, who is waiting to be here on meeting day to be promoted. There are several

more who are only waiting an opportunity to join us, and quite a number of brothers be longing to other Divisions, who think they will come to Division 194, as they can meet with us oftener than where they now are. Think our correspondent will keep you posted in regard to our doings this year, so I will close by wishing success to the Order generally, and to each Division and each brother individually.

Yours in P. F.,

J. W. WAYLAND.

ALTOONA, PA., Dec. 20, 1886.

EDITOR MONTHLY:—We held our "special" yesterday, and the following officers were elected:

G. S. Mitchell, C. C.

H. Heacox, S. C.

Wm. Bowen, I. S.

W. T. Gardner, S. and T.

G. C. Overcash, A. C. C.

J. Lathers, J. C.

C. McGregor, O. S.

TRUSTEES.

G. S. Mitchell,

D. W. Westly,

G. C. Overcash,

G. S. Mitchell, R.

RELIEF COMMITTEE.

W. A. McCurdy,

W. E. Stutzman,

E. McKenry.

W. A. McCurdy, C. S. to J.

Yours truly in P. F.,

W. T. GARDNER, Sec.

AUGUSTA, GA., Dec 18, 1886.

EDITOR MONTHLY:—Augusta Div. 202 held an election of officers Dec. 15. The following officers were elected:

J. C. McMaster, C. C.

A. A. Walden, S. and T.

W. B. Verdery, J. C.

R. J. Armstrong, O. S.

Jos. Bell, A. C. C.

E. C. Dugas, S. C.

W. H. Bastin, I. S.

Bro. J. C. McMaster was elected Delegate to represent Augusta Div. 202 at meeting of the Grand Division in May.

Yours in P. F.,

A. A. WALDEN, S. and T.

HOBOKEN STATION, Dec. 30, 1886.

EDITOR MONTHLY:—At the regular annual meeting of Moses Taylor Division No. 168 held Thursday, Dec. 23, 1886, the following officers were elected for the ensuing year:

Bro. Joseph Hough, C. C.

Bro. John Slack, S. C.

Bro. S. D. Chittenden (re-elected), S. and T.

Bro. James W. Hall, O. S.

Bro. N. Devoe, A. C. C.

Bro. J. M. Kase, J. C.

Bro. D. I. Stickles, I. S.

The officers were duly installed by Deputy Grand C. C., A. G. Tunison, with the exception of Bro. Devoe, who was compelled to leave before the installation ceremonies, as his time was up to go out on his run. We hope to install Bro. Devoe at our next regular meeting through a dispensation from our G. C. C. We are about to enter upon our third year of existence, with a good surplus in the treasury, not a cent of indebtedness, not a member expelled or suspended for any cause, and our books as clear and clean as a whistle. We have lost by death since our organization two good brothers, both of them were members of the insurance department. Their claims have been paid and turned

over to the proper persons. According to data given me by our Secretary, our assessments have averaged \$2 per month for the last twelve months. It is the cheapest and the best life insurance in the world, and all our brothers here are of the same opinion. I omitted in the list of officers elected that Bro. S. D. Chittenden was re-elected Delegate to the Grand Division, with Bro. A. G. Tunison, P. C. C., as Alternate. We would like to see a little more interest taken in the Order and a better attendance at meetings, but the most of our brothers are so situated that it is almost impossible for them to attend any meeting. There was only one visiting brother at our annual meeting, Bro. Wm. Bagshaw, of Division 37, who kindly acted as marshal during the installation. I believe you have all the information now concerning 168, and will not trespass further upon your time and space.

Yours in P. F.,

W. W. MORE, Cor.

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BROOKFIELD, Mo., Dec. 27, 1886.

EDITOR, MONTHLY:—Seeing that Division No. 194 is considerable of a stranger to the MONTHLY, and I being elected correspondent to the same, I thought I had better try for an acquaintance. Our election of officers took place at our meeting Dec. 19. Officers elected for 1887 are W. D. Crandall, C. C.; J. F. Reavell, A. C. C.; J. W. Wayland S. and T.; H. H. Murphy, S. C.; G. H. Greenawalt, J. C.; J. H. Hooper, I. S.; M. J. Barry, O. S., and J. W. Wayland delegate to Nineteenth Session. We have a membership of eighteen, not very large, but good working material. Bro. Taylor is at present on the sick list, but I hope to see him again at his post in a few days. Bro. Kelly feels so relieved by getting the duties of J. C. off his hands at our election of officers that he has taken a lay off for a few days to ramble in your city. Bro. M. Murphy (the dude) is getting his run for the time. Hoping this worthy of space in the MONTHLY, and with best wishes for the insurance and the Order at large, I remain,

Yours truly in P. F.,

JIMMY.

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DENVER, COL., Dec. 20, 1886.

EDITOR MONTHLY:—Denver Division No. 44, O. R. C., gave their Tenth Annual Ball on the evening of Dec. 16, at Lincoln Hall. There was a large attendance, about 200 couples being present. The hall was beautifully decorated, and the ball was a success socially and financially. It is well known in Denver that Division No. 44 leaves nothing undone to make their annual ball very popular. There were many handsome toilets worn, and the members of the Order wore their regalia. Twenty-four dances were on the programme. They were printed on beautiful cards, the ladies' especially being very elegant. All present enjoyed themselves until the "wee sma' hours" after 24 o'clock by U. P. time. Many of the brothers who had to go out on their runs early took a sleeper, as seen by your correspondent in the Union Depot, and especially Bro. Mead. I knew by his looks he would not want more than one ball a year, as he would have to cultivate his voice to make his passengers understand "all aboard for Georgetown."

Committees were composed of the following brothers:

Arrangement (red), Bros. F. P. Silvernail, C. D. Robinson and J. W. Ryan.

Reception (white), Bros. S. A. Rathbun, J. K. McClure, J. McFarlan, G. W. Butcher, W. W. Kinkley, S. E. Haskins, H. C. Atkinson, M. S. Mead, D. F. McPherson, W. P. Ogden, C. L. Rogers, C. A. Rupert, R. Kavanaugh, J. W. Griner and C. C. Graves.

Floor Managers (blue), A. M. Sadd, C. V. Osgood, C. H. Chilvers, H. J. Earthman, C. H. Fowles, A. O. Inglin, J. L. Osha, A. L. Mann, C. W. W. Armstrong, M. W. York. Wm. Hannah, C. E. Wise, S. C. Taylor and N. G. Storm.

Yours in P. F.,

M. H. J



DECATUR, ILL., Jan. 3, 1887.

EDITOR MONTHLY:—It has been a long time since any one from down in this region has had anything to say in your journal, and I don't know as we will have much to say this time, only we want you all to remember there is such a place as Decatur, and that Henwood Division No. 74 is located there. We held our annual election on Dec. 19, with the following result:

F. M. Vanway, C. C.  
L. M. Murphy, A. C. C.  
E. J. Layman, S. C.  
E. H. Jones, J. C.

Frank Keeler, I. S.  
J. W. Palmer, O. S.  
C. A. Ball, S. and T., and Delegate.  
L. K. Murphy, Alternate.

We regret losing the nine members from Division No. 71, to go into the new Division at Springfield on Jan. 9, but we do not blame them for wanting a Division where they can attend it, for as it was, if we got some of them to attend meetings twice a year, they were doing well. We wish them "all kinds of luck" in Division No. 206, and will try to be there with all our old boots and shoes (one pair excepted) to throw after them.

We held our second annual ball on New Year's eve in Armory hall, and a glorious time we had. About seventy-five couples from Springfield, some from East. St. Louis, Litchfield, Danville, and all around about this little clearing, and our city papers credit us with having the largest, best-looking, best behaving lot of natives ever got together in Decatur. It was a grand success, and we are proud of it. Our Division was presented, on the eve of the ball, with a hand-painted banner by Mrs. E. J. Layman (her own work), which is very beautiful, and for which she has our thanks. More anon.

\* \* \*

SAVANNA, ILL., Jan. 10, 1887.

EDITOR MONTHLY:—In glancing over the MONTHLY, I notice you have published my note of Dec. 19 to you. I had no idea it would be published, or I should have given a full list of the officers elect, but simply wrote it to let you know who our C. C. and S. and T. elect were for the ensuing year. Below is a full list of officers elected and installed at our meeting Dec. 19, 1886:

E. B. Carr, C. C.  
Geo. W. Topping, A. C. C.  
A. E. Hodges, S. and T.  
P. J. Joyce, S. C.  
J. L. Crowe, J. C.

Wm. McHarg, I. S.  
L. C. Newell, O. S.  
J. S. Crowe, Trustee.  
E. B. Carr, Delegate.  
F. E. Johnson, Alternate.

Having never seen anything from Division No. 78 in the MONTHLY, I will attempt, in my poor way to give a short outline of what progress we are making, and where the brothers of "78" are at present located. The Division was organized June 10, 1883, with twenty charter members, and has kept gradually increasing in membership until we now have sixty-six members, two elected and waiting to be initiated, and one petition in the hands of a committee. Since our organization we have been called upon twice to record the death of a worthy brother. The first was Bro. A. L. Brogley, who was killed in a collision May 2, 1885. The second was Bro. C. M. Rowley, who died of apoplexy Oct. 6, 1886.

The brothers of Division No. 78 are mostly employed on the C., M. & St. P. Ry., as follows: On the C. & C. B. division, in Iowa, are Bros. F. E. Johnson, H. F. Fox, Ed Schmitten, Wm. Lally, F. B. Cornelius, John Joyce, G. W. Ashford, G. W. Topping, Ed. Lyke, L. C. Newell, L. P. Cumnock and Fred. Schmitten; on the Ottumwa line are Bros. C. R. Cornelius and C. L. Bell; on the R. & S. W. division, in Iowa, are Bros. C. A. Ives, Ed. Templeton, J. W. Quinn, W. D. Barnes, John Higgins, Henry Higgins and L. C. Price; on the C. & C. B. division, in Illinois, are Bros. Lon Reed, John An-

derson, J. A. Logan, A. S. Willever, S. Hackett, E. B. Feathergill, S. D. Briggs, Wm. McHarg, J. L. Crowe, N. W. Howell, O. L. Hankins and J. F. Moore; also Bro. H. E. Carrell, assistant train dispatcher at Chicago, and Bro. J. C. Dougherty, on the Rockford branch. On the R. & S. W. division, in Illinois and Wisconsin, are Bros. T. J. Foley, J. P. Carrigan, P. J. Joyce, Pat Connors, Thos. Carence, Geo. Lund, Chas. Carrigan, Wm. Delaney and your humble servant. On the C., B. & N. Ry., the new "Burlington Route to the Northwest," are Bros. C. T. Bliss, Phil. Apgar, A. E. Hodges and Pat Kane.

Bro. "Pie" Dunn is gradually ascending the ladder of fame, and is at present trainmaster on the C., St. P., M. & O. at James, Minn. May his ascent be steady and sure until he reaches the "top round."

Bro. E. W. Briggs has forsaken the "profession," and is trying to earn his daily bread by convincing the residents of Pine Bluffs, Wyo., and the surrounding country that he sells better lumber, shingles, etc., for less money, than any one else in that country.

Bro. J. W. Mastin, like Bro. Biggs, has also gone back on the "profesh," and is trying to induce the residents in the vicinity of Shannon, Ill., to buy his "1,800-pound ton," "all wool and a yard wide" hard coal, lumber, shingles, etc. May they both meet with success.

Bro. F. D. Bateman is at Jonesboro, Ark.; Bro. F. Chamberlin at Longview, Tex.; Bro. Dan Scott at Roodhouse, Ill.; Bro. Wm. Van Tassell at Montpelier, Idaho; Bro. J. C. Foley at Slater, Mo., and Bro. C. W. Murray at Mason City, Iowa. Bros. H. E. Warner and A. F. Hewitt are at Boone, Ia., and Bro. Wm. Fox at Belle Plaine, Ia.

I almost forgot Bro. Lon Kendall, yardmaster at Council Bluffs, Ia.

The reserve fund for the Insurance Department is a move in the right direction. Keep the "ball rolling." It will be but a few years until our death claims will increase very rapidly, and then the brothers who will now oppose the creation of a reserve fund, if still spared to us, will appreciate very highly the wise counsels that created it to draw from, and thereby lighten our assessments when we most need it.

We extend congratulations to Bro. and Mrs. Sackett. "May their path through life be strewn with roses."

We second the sentiment of "Phoenix" of Perry, and would be pleased to welcome our worthy Grand Chief Conductor to our Division room.

Yours in P. F.,

E. B. CARR.

HARTFORD, Jan. 5, 1887.

EDITOR MONTHLY:—At a regular meeting of Hartford Division No. 50, held Dec., 12, the following officers were elected for the ensuing year:

D. J. Ewell, C. C.

Theo. Goble, J. C.

W. J. Wallace, A. C. C.

Jno. Whalen, I. S.

C. S. Brigham, S. and T.

J. W. Eveleth, O. S.

Chas. Dietrick, S. C.

Finance Committee—C. S. Brigham, N. H. Andrews, Theo. Goble.

Correspondent to MONTHLY—W. H. Brennan.

Delegate to Grand Division—C. S. Brigham.

Alternate—N. H. Andrews.

Hartford Division No. 50, is in a flourishing condition. It has a good membership, and is constantly increasing the same. But one death has occurred during the past year, that of Bro. Jno. Dunn of East Hartford yard, who died through sickness. It is to be hoped that the success which Division No. 50 has met with the past year will continue.

Yours in P. F.,

W. H. B.

NEW YORK, Dec. 27, 1886.

EDITOR MONTHLY:—At a regular meeting of New York City Division, No. 54, the following officers were elected for the year 1887:

T. N. Bentley, C. C.	H. H. Vreeland, J. C.
C. S. Tuck, A. C. C.	S. J. Swayze, I. S.
W. W. Apgar, S. and T.	R. E. Mason,, O. S.
O. Aldrich, S. C.	

Bro. S. J. Swayze was elected delegate to represent Division No. 54 at the Nineteenth annual convention.

Yours in P. F.,

W. W. APGAR, S. and T.

Bro. Bentley's address is Greenport, N. Y.

FARGO, DAK., Dec. 19, 1886.

EDITOR MONTHLY:—At a special meeting of Greer Division No. 72, held this Sunday) morning at 10 o'clock, the following officers were elected for the ensuing year:

T. R. Sloan, C. C.	Dan McLennon, I. S.
Chas. Wheeler, A. C. C.	V. R. Neal, O. S.
M. Curran, S. C.	M. Curran, Delegate.
J. H. Clark, J. C.	Chas. Wheeler, Alternate.
C. H. Baker, S. and T.	

Our annual report shall be forthcoming shortly.

Most truly yours in P. F.,

C. H. BAKER.

ASHTABULA, O., Dec. 19, 1886.

EDITOR MONTHLY:—Ashtabula Division No. 73, at its regular meeting Dec. 19, 1886, elected its officers for the coming year, as follows:

Wm. H. Bevington, C. C.	Philo C. Lockwood, I. S.
Thos. Adams, A. C. C.	Frank Gillen, O. S.
John Vanepps, S. and T.	R. Bycraft, Delegate.
A. Vanvleck, S. C.	Philo C. Lockwood, Correspondent.
Geo. Cross, J. C.	

It is with pleasure that the brothers of Division No. 73 thank our past Chief, Robert Bycroft, for the good he has done. His cheery, pleasant ways will never be forgotten, and it was with pleasure he gave his chair to our new-made Chief, as he was tired of his station, having served so long. But he is ever willing to lend a hand to a brother needing his services. It was the earnest wish of Brother Bevington, on taking his new station, to try and keep Division No. 73 one of the best of our Order, as Bro. Bycroft did; and all the brothers know that Bro. Bevington will not be behind any, and all will try to make it a pleasant task for him. Another who is always on hand is our newly-made Assistant Chief, Thos. Adams, who has always a good way to make things fly; and Bro. John Vanepps, who has always been so faithful in his work, is still on deck for another year, although he would have preferred a rest. But the brothers thought there was not another one to fill Johnny's place at present. Be faithful, John, and your work will stand on record for years to come. It is the feeling and belief of our brothers that Division No. 73 will never sink. Her foundation was laid upon a rock, and she will stand the storms, no matter how hard they may blow. There is always a big prop on either side, and it is the desire of all to keep her staunch by using the choicest timber that can be produced.

Our Correspondent will do his best this year to let the neighboring Divisions know that there is always plenty of room for them to come and sit and see how she stands, even if the winds do blow. Bro. Gillen is always on hand to raise the latch when the signal he hears, *you know*.

Yours in P. F.,

PHILO LOCKWOOD.

MONTGOMERY, ALA. Jan. 9, 1887.

At the annual meeting held in our hall Monday, Dec. 27, 1886, the following officers were elected:

W. D. Brewster, C. C.  
R. H. Hudson, A. C. C.  
M. C. Hogan, S. C.

J. C. Elliot, J. C.  
T. G. Russell, I. S.  
W. R. Glenn, O. S.

Board of Trustees:—J. C. Howard, three years; J. L. Bell, two years; J. R. Adams, one year.

Yours in P. F.,

D. D. CURRAN, S. and T.

MATTOON, ILL., Jan. 1, 1887.

EDITOR MONTHLY:—At their last meeting, Dec. 19, Mattoon Division No. 101 held their election of officers. The following officers were elected:

W. W. Simpson, C. C.  
W. J. Lacy, A. C. C.  
C. S. McKee, S. and T.  
Eugene Mertz, S. C.

H. L. Shipman, J. C.  
W. D. Walters, I. S.  
A. R. Dixon, O. S.

After which the Division took a recess until 7:30 P. M., when they held a public installation of their officers; the wives and the families of the conductors and their friends making a goodly number of ladies and gents present. Among the visitors was our genial Trainmaster, A. M. Mozler. After the installation ceremony a fruit supper was furnished and short speeches made by A. M. Mozier, W. J. Lacy and quite a lengthy one by Bro. J. H. McClintock, on retiring from the chair as Chief, touching on articles in the Constitution and By-Laws. Bro. J. H. McClintock has lately been promoted to passenger conductor; if he wields the punch with as much earnestness as he did the gavel, he will certainly succeed. Bro. Rea spends most of his time in Terre Haute. Some attraction, of course. Will do better next time.

Yours in P. F.,

H.

GRAND RAPIDS, Jan. 15, 1887.

EDITOR MONTHLY:—At a meeting held by Oatley Div. 102, last meeting in December, the following officers were duly elected and installed for the ensuing year:

E. T. Brookfield, C. C.  
Henry Furgeson, A. C. C.  
Frederick Volkert, S. and T.  
Geo. S. Jones, S. C.  
T. B. Martin, J. C.

James Lockman, I. S.  
Holden Spink, O. S.  
Geo. H. Higgins, Trustee.  
B. A. Oatley, Representative.  
Fred Volkert, Alternate.

I am pleased to say that Div. 102 is in splendid working order, sound financially, and the brothers are all pulling together harmoniously, thanks to the efficiency and untiring energy and zeal with which the retiring officers have conducted their work. In the selection of Bro. Oatley as representative and Bro. Volkert as alternate, the Division displayed wise and unselfish judgment. Their acknowledged ability, and untiring devotion

to the Order is a sufficient guarantee that the interests of those they are chosen to represent will be zealously cared for. Div. 102 gave their second annual hop in Ionia street Armory on the evening of November 28. There were present about 125 brothers and friends of the Order with their wives and sweethearts, and a more enjoyable event is seldom witnessed. Music was furnished by Prof. Braun's full orchestra. Dancing continued uninterruptedly until 12:30, when an intermission ensued for supper; after which dancing was resumed and continued until tired nature asserted her authority, and the weary, but happy Thespians were conducted to their homes in carriages thoughtfully provided by the brothers of Div. 102, who desire through the columns of the MONTHLY to express their gratitude to their many friends for their patronage on that occasion. We also desire to assure them that no act of ours will cause them any regret or to withdraw their friendship or interest in our noble Order. We shall ever cherish the remembrance of that evening spent in social enjoyment as one of the dearest in the history of our organization, and speaking from a financial standpoint, we are gratified to say that at the conclusion many shekels were deposited in the coffers of the Division treasury and duly credited to the same.

In reference to the code of general train rules to be finally acted upon by the general time convention April 13, 1897, I will simply say that in the main I think they are very good and should be adopted by every road in the country, while I admit that a few minor changes could be suggested as improvements and better satisfy me. Others who have been accustomed to different rules and signals would no doubt criticise them, and in my opinion no set of general rules could possibly be framed without meeting with adverse criticism. All, however, will admit that a strict and cheerful compliance by employes and a literal and absolute enforcement of the general rules as approved will insure perfect harmony and unanimity of action in railroad service to an extent never before experienced in this country, and in view of the fact that men of acknowledged ability and experience have met together and carefully considered the subject from all standpoints, taking into consideration the interests of all concerned, they should be adopted with as little opposition as possible, leaving the future to correct any errors that may exist in the present formulation. Amendments and revisions will be made from time to time that will adapt them to the purposes for which they were intended.

I have been a reader of the MONTHLY for the past eighteen months and during that time I have scrutinized its columns closely from month to month with a hope to see a communication from this "Neck of Woods," but so far have been disappointed, and my apology for writing you now is a desire to start the ball rolling, and to compliment the managers of the MONTHLY upon its excellence. I now consider it a necessity and no conductor can afford to be without it. Saying nothing of other valuable matter it contains, the legal department alone is worth to any conductor double the subscription price. I shall endeavor to impress every brother I meet with the importance of being a subscriber.

B.

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 ROCK ISLAND, ILL., Dec. 18, 1886.

EDITOR MONTHLY:—As Rock Island Div. No. 106 is quiet and has not had anything to say for a while, I think it is about time that something was due.

Sunday, Dec. 5, 1886, at the regular meeting which was largely attended, the following officers were elected for the ensuing year of 1887:

A. M. Crane, C. C.

\_\_\_\_\_, I. S.

F. Bledsoe, A. C. C.

\_\_\_\_\_, O. S.

Ira Yantis, S. and T.

M. S. Bledsoe, Delegate to G. D.

J. E. Baker, S. C.

A. S. Craig, Alternate.

J. Rogers, J. C.

Our officers elect are good and true men, who have the good of the Order at heart and who will try to do all they can for the advancement of the O. R. C. at all times.

Our delegate and alternate are both good men and will make their mark. I believe they are to be uninstructed this year as most delegates to the G. D. should be.

Our Division has the same complaint I see many other Divisions are troubled with namely: Non-attendance of members. I wish some kind brother of the Order would suggest some remedy, one that has been applied and found to give good satisfaction. Now we have a membership of forty or more and it is a rare thing to find at any regular meeting twelve or more. Our Division is as well posted on the work as the average Division and we have tried many ways of getting them to attend, but it seems all to no good. I am inclined to think that (except a few who come regular) the rest are a little negligent or tired. I know if they would, each and every one, try to attend and bring all they see who *can* come, that the meetings will be better attended. Brothers, all try this *now*, and see how it will work. Let your Division meetings, next to your work, be your first thought, meeting days, and try hard to keep in mind those days; try it.

Many of our members who run on the C. R. I. & P. are sorry to lose their Chief Dispatcher, Mr. B. Bailey, who has resigned his position at Davenport to accept a higher and better one with the C. K. & N. Ry., with office now at Horton, Kan. Mr. Bailey has been Chief Dispatcher at Davenport for the past six years, and was well liked and respected by all who knew him as a Dispatcher. The good wishes and congratulations of the boys follow him to his new quarters.

Quite a number of our members have taken insurance policies lately. I think that every member of the Order should carry this insurance. Why? Because it is cheaper than most any other insurance that pays losses for the same causes. It is a great deal better investment than a savings bank. Because it pays better interest in the end and does not cost very much to join it. Now brothers who are not members of the insurance, just look this matter of insurance up and see the benefit to be derived from it, and do not let a day pass until you have taken out a policy. And then *watch* you do not become delinquent on assessments, as we know not what the morrow may bring forth.

Business on the East Southwest Div. of the Rock Island Route is booming, everything going to the front, and the boys are happy. The East Iowa Div. main line of the Rock Island Route is not booming and the boys are feeling blue and talking Kansas. The C. M. & St. P. Ry. into Rock Island, Ill. is doing well. The Flying Dutchman has been taken off the road and Bro. Chas. E. Cross, past Chief Conductor, has been transferred to Freeport and North. So we miss Charles from our Division. The C. B. & Q. Ry. has a good busy time this fall and winter, and the boys are kept busy. One more lesson taught near Moline this month by some of the train men or road employes, that two trains cannot pass on single track. Don't try this any more as it has been tried too often now and has every time been a failure. Now is the time to subscribe for and obtain subscribers for THE CONDUCTOR'S MONTHLY, only \$1 25 a year and a good book for the money. Every member should be a subscriber and do what he could to obtain a few who are not members, for there is reading matter for all in the MONTHLY, and Bro. Editor spares no pains to make it first-class in every respect, as it is.

Hoping, Bro. Editor, you will not consign this to the waste basket (as I am afraid the one previous to this was), but can find room for it in the MONTHLY, I will close, hoping all will have a Merry Christmas and a Happy New Year.

Very truly in P. F.,

W.

GALESBURG, Feb. 13, 1887.

TO OUR FRIENDS:—A few days ago on entering the office of the G. C. C., 115 Dearborn street, Chicago, the first thing that appeared to our vision was a life-like picture done in crayon, of the better portion of this family. Around it was a beautiful frame, but not a note or card to tell from whence it came, only this one request: "Please take it home." If from our enemies we are indebted for this elegant present,

then we must say, "Deliver us from our friends." But if from those who, amid all our shortcomings and transgressions, still have a kindly place where we can cast even the shadow of a cheer for this life and it be received as a kindly gift, then what is better, far better we say, "Deliver us from our enemies." We thank all the kind and noble friends who deemed it a pleasure to participate in the gift with more feeling of brotherly love than you can ever imagine. Then accept the wish that we may so act toward not only you but all as worthy of your kindness forever.

Truly yours,

MR. AND MRS. E. H. BELKNAP.

CITY OF MEXICO, Dec. 20, 1886.

EDITOR MONTHLY:—At the annual election of officers City of Mexico Division No 159 held Saturday evening, Dec. 18, 1886, the following were elected:

H. M. Taggart, C. C.	S. S. Engle, J. C.
C. E. Halbert, A. C. C.	J. F. Casey, I. S.
H. H. Greenleaf, S. and T.	J. D. King, O. S.
Jos. Gates, S. C.	H. H. Greenleaf, Delegate.

C. E. Halbert, Alternate.

H. H. GREENLEAF, Sec.

SPRINGFIELD, Jan. 9, 1887.

EDITOR MONTHLY:—Special session of Grand Division for the purpose of organizing a Division of the Order of Railway Conductors called to order at 10: 45 A. M. with the following named officers:

G. C. C., C. S. Wheaton; A. G. C. C. Bro. Kilpatrick of No. 1; G. S. and T., Ed. Flinn, of Div. 83; G. S. C., Bro. Sheean, of 119; G. J. C., Bro. Winsett of No. 79.; G. I. S., Bro Austin of 74, G. O. S., Bro. Rubin of 87.

Forenoon taken up by business pertaining to the Order, adjourned at 12 A. M. until 2: 30 P. M. when Lincoln Div. No. 206 was instituted in regular form with twenty charter members, fifteen being present. The following officers were elected by acclamation;

J. H. Hunt, C. C.	Thos. Foster, O. S.
L. D. Austin, A. C. C.	L. Ryan, S. C.
J. D. Irwin, S. and T.	Thos. Hawkins, J. C.
C. H. Webb, I. S.	

The officers were installed by Bro. Kilpatrick, C. C. of Chicago Div. 7, Bro. Sheean of 119 acting as Marshal.

After installation Division was instructed in ceremonies of opening, initiation, promotion and closing, by Grand C. C., C. S. Wheaton. After some very instructive remarks by Bros. Belknap, Kilpatrick and Wheaton, special session closed in due form at 5: 55 P. M.

ED. FLINN, Sec'y.

CHATTANOOGA, TENN., Dec. 19, 1886.

EDITOR MONTHLY:—At a special session of Division 148, this day the following brothers were elected by acclamation to fill the offices of the Division for 1887.

Thos. M. Mitchell, C. C.	Jno. A. Cunningham, J. C.
Wm. T. Capehart, A. C. C.	Robert B. Stegall, S. and T.
Jno. M. Burnett, S. C.	Wm. A. Henderson, I. S.

Frank N. Sosaman, O. S.

Thos. M. Mitchell Delegate to Grand Division, R. B. Stegall Alternate.

Respectfully,

R. B. STEGALL.

Bro. Mitchell's address is care of Read House, Chattanooga, Tenn.

JUNCTION, N. J., Jan. 25, 1887.

EDITOR MONTHLY:—Several of the brothers within the past few months have found not a little fault because they think the Insurance is excessive. I don't, and with your permission will give my experience with the Insurance since 1881. We numbered about 100 in 1881, and I was assessed \$1.00. We dropped to 70 in 1882 and it cost me another dollar. In 1883, with 400 members, my assessments were \$8.00; 1884, we had 1175 or nearly three times as many in the Insurance as in 1883, while I was only taxed \$6.00. In 1885, with 2,925 members, I paid \$15.00, and 1886, with 4,550 members, my assessments were \$22.00. I think we have a *very cheap* Insurance when we take into consideration the dangers we have to encounter every day, and then should we be so unfortunate as to lose a limb or become disabled so we cannot work, we can fall back on our Insurance, and not on the cold charities of th's world. I like the idea of having a reserve fund large enough so that when we have been in the Insurance fifteen, twenty or twenty five years (if spared that long), we will know that the benefit will be the same then as now and not one-half as is the case with some of the other well known Insurances that are conducted on the mutual plan.

Delaware Division No. 37 is moving along quietly, and is well-officered. There are three awaiting initiation at the next meeting. Work is quite slack at present owing to the strike among the coal dumpers at Philadelphia and Elizabethport. We hope for better times soon.

Yours in P. F.,

W. C. ROWLAND.

BEARDSTOWN, Jan. 26, 1887.

EDITOR MONTHLY:—Notice of assessments Nos. 74, 75 and 76 at hand, together with the request from St. Paul Division No. 40, relative to the death of Brother Campbell, and the circumstances pertaining thereto. While I cheerfully respond to the call for assistance, I am inclined to think that the circumstances of Brother Campbell should have been known to Division No. 40, and a forfeiture of his certificate been made impossible, by that Division. It is not my purpose to censure Division No. 40 for apparent lack of interest, as there may be circumstances preventing the aforesaid Division from knowing how Brother Campbell was situated. One thing I do know, however, is that if one of the members of No. 81 is known to be unable to meet his assessments, and the circumstances are such as in this case, he need have no fear of his certificate being forfeited. Trusting no one will take any offense, and that it may have a tendency to call all Divisions to a sense of duty in kindred matters, I remain

Yours truly, in P. F.,

C. H. S.

EMPORIA, Feb. 9, 1887.

EDITOR MONTHLY:—Division No. 11 is in a prosperous condition, composed of such men as J. B. Engle, A. Dolphin, Ed. Ives, Jack Weeks, H. K. Stuart, Charles Branch, and a host of others who are just as worthy, that it cannot help being one of the best Divisions in the Order. There is no wrangling among its members. Envy, malice-hatred, and kindred evils are kept in the back ground. Every member is doing what he can to put the Order in the fore ranks of railway organizations. And right here let me say that the O. R. C. is not making the advancement that it ought to; is not gaining the ground that it ought to. Why? Simply because there is not enough harmony and earnestness of purpose within its ranks. When they are not engaged trying to down each other, they "lay off" and shoot broadside into some other order or organization. They seem to go on the principle, "You mind your business and I'll mind yours." One instance I have in mind is the alleged acts of the B. of R. R. B. on the C. R. I. & P.



What difference does it make to us what the brakemen do? If we have a mission in this world to fill, we had better go about attending to it. According to the Brakeman's *Journal* the members of our Order advised the brakemen to wait on the superintendent for the purpose of protesting against the employment of one of our own members. If this be true I do not think that there is any "kick" coming from us in consequence of the brakemen's actions, but do think that other organizations ought to be left alone; at least they ought not to be called upon to throw dirt for us. Every member in every Division ought to acquaint himself thoroughly with the law, with Ritual and everything pertaining to the Order. There are too many men gaining admission into the Order who seem to think that gaining admission is about all a mortal man needs in this world. That the emblem of the Order will secure for them a position anywhere on any railroad, and that their membership will secure for them all the rights and privileges guaranteed a first-class passenger from sea to sea, and from ocean to ocean. They frequently get left. What is the result? They curse the Order, and it suffers in proportion to the number of such men in it. They never give anything for which they do not expect recompense, but are always ready to receive any benefits that may be going the rounds.

More anon,

I. C. OMNIA.

DENVER, Jan. 24, 1887.

EDITOR MONTHLY:—Please permit me through the MONTHLY, if space permits, and deemed worthy, to say a few words to the Brothers. We have received with our assessment a statement of the circumstances in which our Brother Campbell's family are left, and it is a sad one. I have often heard brothers express themselves as being willing to assist a brother (and I think it ought to apply to a brother's family), and now we have an opportunity to see how willing we are. Some may advance one reason and some another why they should not give, but the fact remains; our brother's family needs our help. If the brothers would imagine their families in like circumstances, I know they would come up to the scratch. I think if our wives were to see the notice, they would be willing to go without a meal a day for a week in order to give a dollar. If Brother Campbell realized when near the end what his forfeiture meant to his family, how sad he must have felt. "God loves a cheerful giver," and our brother may know on the other side.

Fraternally,

DIVISION 44.

EDITOR MONTHLY:—I find accompanying your last assessment notice, a card from committee of Division No. 40, asking that each member of the Insurance send a small amount to you for the benefit of Mrs. Robert Campbell, whose husband was a worthy member of Division No. 40, but who unfortunately failed to pay an assessment, thereby forfeiting his policy. I think that division ought to have looked after their sick brother a little more closely, and not allowed his membership to be forfeited in this way, and I hope they will be successful in raising a full assessment.

The division of which I am a member had a case of the same kind, and instead of letting the brother become delinquent, they took the case in hand and paid his assessments and kept him square so that when he died his widow got her money, and one of the members took his policy in another association and paid all his assessments, so that she got the money on that. I think it was in the Passenger Conductors' Insurance.

I have talked with several of our members, and they all say that the division of which the brother was a member ought not to allow a case of this kind to happen, for it shows very conclusively that they don't pay the proper attention to their sick. Some of the members say they will not send anything, while others say that they think if more than

\$2,500 is raised, it should be used to help pay other assessments and not offer a premium on a failure to comply with the requirements of the Insurance department of our Order. I will send with this my regular assessment, \$1.00, for her benefit, and hope she will realize at least \$2,500; but, like the rest, I feel that not more than this amount should be paid.

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HUNTINGTON, IND., Jan. 25, 1887.

EDITOR MONTHLY:—I don't remember seeing any communication in the MONTHLY from Atlantic Division No. 120 since its organization. We had a correspondent appointed once, but I never saw anything written by him, so I will try and say a few words just for once.

We got a dispensation through the kindness of Bro. Wheaton and the exertion of our worthy Bro. E. J. Little, to hold our annual election on Jan. 9, as the members were working so hard we could not get enough together at one time to have it before. I am very sorry to say that I do not think the members of Division No. 120 take the interest in the Order they ought to. To be sure, for the past four months we have been working very hard and have not had any time at either end of the division to attend to meetings but I do hope we may do better in the future. When the cyclone struck our road last July and took away eight of our worthy brothers it nearly crippled us, as eight of our freight men were promoted to passenger trains, taking sixteen of our members away from us. We are coming to the front again now, and have thirty-two members in good standing and two applications on the table. We elected the following officers for the ensuing year:

J. M. Hubbard, C. C.	C. C. Cronin, A. C. C.
O. H. Ayers, S. and T.	I. L. Wilcox, S. C.
J. F. Darmody, J. C.	J. M. Sewell, I. S.
Paul Huft, O. S.	
L. D. Bennett, Delegate to the Grand Convention.	O. H. Ayers, Alternate.

We have a very good staff of officers, and I hope the Division will prosper under their management.

We are doing a splendid business on the road and making good wages. As this is my first letter I will close. You will hear from me again if this don't make me sick.

Yours truly in P. F.,  
WHISKERS.

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EDITOR MONTHLY:—Cincinnati Division No. 107 not having been represented in the MONTHLY for some time, does not reflect an extra amount of credit upon our correspondent, and I, as occupant of that position, think it high time I should wake up and make some kind of a showing, if only to let you know we still have a Division here. A good one it is, too, I assure you. We have recently moved our place of meeting from the old Queen City Hall to the new Eagle Hall on southwest corner of Eighth street and Central avenue, and have changed the hours of meeting to 2 o'clock P. M. standard time. This hall is certainly one of the neatest in every respect I have seen, and we are now not ashamed to have visitors from other Divisions meet with us. Our Division has lately been favored with some very handsome gifts, a banner that any Division should feel proud of, and an altar cover donated by the brothers of Cincinnati Division 107. Both gifts are specimens of rare and intricate workmanship, and very beautiful. If I could I would describe them, but they are beyond the range of an ordinary man's descriptive powers. All I can do is to admire them, and wait until you make us a visit when you can do likewise. Our Division meeting has not lately been well attended, as it should be, though I think from the number present at our last meeting that the brothers are going to make

an effort to attend oftener in the future. We should surely pay more attention to this matter, and attend regularly if possible. Our Division is thrifty, the result of the interest taken by the members who now number over one hundred. We have a long straight line and a white signal prepared for the ones in need. To be successful we must be diligent and faithful to our duties out of the Division room as in it. Our Order is what we make it, if we individually live and act in accordance with our obligation and statutes we command the respect of all classes of people. The respect paid us as individuals gave us our influence, as an Order needs only influence to insure its success. Business with us on the Q. & C. has been rushing, and all the boys have been making good time. I will endeavor hereafter to write to you occasionally, so that you will not think our Division has been blotted out of existence. Hoping I have not occupied too much space, I remain

Yours in P. F.,  
F. E. M.

BERNARDSVILLE, N. J., Jan. 24, 1887.

EDITOR MONTHLY:—Inclosed please find \$4, \$3 to pay assessments Nos. 74, 75 and 76, and \$1 for Mrs. Campbell. I heartily indorse the action you have taken in this matter, and hope all the brothers will respond. Please let us know through the Journal as I think every brother ought to be interested in this case. I heartily indorse the idea of creating a reserve fund, and would suggest that the question be submitted to the Subordinate Divisions to be voted upon, and that each Subordinate Division vote by proxy at the Grand Division, the matter of investment to be left to the Grand Division.

Yours in P. F.,  
G. H. TAYLOR.

ALLIANCE, OHIO, Feb. 2, 1887.

Alliance Division No. 177, Order of Railway Conductors, passed the following resolutions:

WHEREAS, Considering the many patient stitches that it took to work the very handsome banner that we were in receipt of at our last regular meeting held Feb. 1, 1887. Be it

Resolved, That Alliance Division No. 177 O. R. C., tender Mrs. Lydia Doane a vote of thanks for so kindly working the banner for us.

R. S. KAYLER,  
M. R. MATTHEWS,  
H. H. HOYER,  
F. W. FETTERS,  
W. W. SHAFFER,  
A. BEAR,  
Committee.

GARRISON, MONTANA, Feb. 5, 1887.

EDITOR MONTHLY:—The "King of Terrors" registered here on the 2d inst, without a moment's warning, snatched from our midst one of our most worthy engineers, Frank Jones. His engine coupled in with another, tender to tender, struck a side drift of snow and both engines rolled down about ten feet killing poor Frank instantly and seriously wounding Dan O'Neill, the other engineer. Several others were slightly hurt; among them Bro. W. E. Preston of Division No. 91, one of our passenger conductors, and was in charge of the train which he had side tracked, and turning one engine went back to a tank a mile west from here. Bro. Preston is yet wondering how he came out of the wreck alive.

We have been bucking snow lately; a very unusual occurrence on this part of the Northern Pacific; our trains are moving again on time.

The Montana Union, under the management of J. E. Dawson, superintendent, is making good time, having very little snow in the valley; they run through from here to Butte.

A circular is out to the effect that O. R. C. cards be accepted for transportation on the Northern Pacific, and it is now in line for other roads to be asked to do likewise. Take the matter up, Brothers. Circular mentioned above must be a thorn in the side of a very prominent member of Division No. 191 who not long since used a member of the Order worse than he should have used the sorriest tramp. With the exception of the prominent member alluded to, the Northern Pacific have their trains in charge of gentlemen.

A circular came to hand to-day to the effect that John J. Gairn was appointed trainmaster on the west end of the Canadian Pacific Railway.

Yours sincerely in P. F.,  
MONTANA.

HANNIBAL, Jan. 23, 1887.

EDITOR MONTHLY:—I am a member of Hannibal Division No. 39, also of the Insurance. I have just received notice of assessments Nos. 74, 75 and 76; also notice of the condition of Bro. Robert Campbell's family. Now, while I do not wish to avoid contributing my mite for the deceased brother's family, I wish to ask through your valuable MONTHLY for the excuses, if any, that Division No. 40 has for the neglect that appears to me they have shown in not keeping the deceased brother's insurance up for him while he was in such distress. Now I will be candid and say that I would rather pay two assessments than one notice of this kind, for I think it encourages a certain number of brothers to neglect making some provision for their families in case of death. Now, I think it would be something for our next meeting of the Grand Division to do, to try and remedy this growing evil. Let it make it compulsory for each member that has any one depending on him, and does not carry any insurance, to take a policy out at once. Now I may have spoken rather short and plain in giving my views on this important subject, but I think it will meet with the approval of all, unless it is some of the neglectful ones. I remain

Yours in P. F.,  
INSURANCE ADVOCATE.

KEYSER, W. Va. Jan. 13, 1887.

EDITOR MONTHLY:—The Chief Conductor of our Division has seen fit to appoint me correspondent to our valuable MONTHLY; he may think he has done wisely but after you read awhile you will find out that he has made a mistake.

Knobley Division No. 183 has only been organized a short while but we have come to stay. Our train has not run smooth all the time since our organization having had one member disabled by the loss of an arm, and now we mourn the death of Bro. Phillip Nine who died Dec. 24. Bro. Nine was liked by all who knew him, was a good worker and lover of the whole Order.

I will have to tell you something of our officers; we have for Chief Conductor Bro. Robert Turner, sometimes called "witty Bob," always has an answer ready. For A. C. C. Bro. Jno. Carr, one of our old standbys; his hair is a little thin on top (caused by early piety) but he brings the boys to time, "all the same." For Sec. and Treas., Bro. J. W. Matlick, the disciplinarian, every thing has to be in shape with "Wesley." For S. C., Bro. F. L. Kimmel, who has quit the road and gone into the tobacco business, you ought to see "Lem" try to make a stogie. For J. C., Bro. Thos. Boehm, who is knight of the bell cord and punch between here and Wheeling, only one objection to "Tom" he has too many girls along the line. For I. S., Bro. Samuel Kight, the cherry eater, "Bro Sam" is very fond of fruit. And last but not least by any means, for O. S., Bro. Laraw, a man who never speaks unless he says something.

Taking all in all we have a good set of officers and the members are not far behind. Now Brothers, let each one of not only Knobley Division but all other Divisions give our officers our earnest support, they can't make any progress unless we put our shoulders to the wheel and give them a lift; attend the meetings of your Division and if you don't attend and find out something that has been done that don't suit you, don't complain but go to the meetings and have things done to suit you. And now I want to say a few words about insurance not words of complaint however, for I think we have one of the best insurances in the world but think it can be better. I favor the installment plan, have a stipulated amount to pay every month, without notice. Let each member of the insurance understand he will have this amount to pay to the local Secretary, taking his receipt the local Secretary to send the amount to the Grand Secretary, getting his receipt for the amount, this receipt to be placed on file in the Division, this will save a great amount of printing and postage. I know that our Insurance Committee can tell within a half a cent of what the stipulated sum should be each month.

And now Brothers, this is my first attempt; if you see anything wrong don't all jump on to me but give me a chance.

Yours in P. F.,

MOUNTAINEER.

GARRETT, IND., Dec. 27, 1886.

EDITOR MONTHLY:—On December 26, 1886, the members of Britton Division No. 138, O. R. C., met at 1 o'clock P. M. in special session for the purpose of electing and installing officers. The Division was called to order by Brother Wm. Kilpatrick, P. C. C. of Chicago No. 1, who had been invited to be with us on this occasion.

After appointing Bro. Platter as Marshal and Brothers Caldwell, Anderson and Sigler as Tellers, the election of officers was taken up and resulted as follows:

W. E. Rice, C. C.

John Elder, A. C. C.

N. W. Blackburn, S. and T.

James Duncon, S. C.

A. B. Caldwell, J. C.

J. C. Miller, I. S.

J. Sigler, O. S.

Bro. W. E. Rice was selected Delegate and N. W. Blackburn as Alternate, to the Nineteenth meeting of the Grand Division.

The wives of our members had been very busy for some time past in raising funds, and after getting a sufficient sum together they made the Armstrong Mfg. Co. of Detroit, Michigan, a visit, and selected one of the finest sets of regalia they could find, and had it all on hand and ready for presentation to Division 138, and by arrangements made among themselves they stormed our fort at 3 P. M. standard time, and we surrendered unconditionally. They were soon followed by Mr. F. H. Britton, Superintendent of the B. & O., and B. F. Lowther, M. M. of the B. & O., with their estimable wives, and a few of the prominent citizens of Garrett, when the presentation of the regalia and banners to the Division was proceeded with by a neat speech on behalf of the ladies delivered in a very pleasing manner by Mrs. D. W. Ocker, one of Garrett's most popular ladies, and responded to on behalf of our Division accepting the generous donation by Bro. Wm. Kilpatrick, who explained to our visitors the aims and objects of the O. of R. C., in a very able and instructive manner.

Our Division having previously obtained from the Grand C. C. Wheaton his letter of dispensation granting us the privilege of holding a public installation, our visitors were all invited to remain and witness the installation. With Bro. Kilpatrick as I. O. and Bro. Platter as Marshal, the officers were regularly installed and instructed in their several duties. Mr. Britton the Supt., and Mr. Lowther M. M., of the Chicago Division of the B. & O., by request gave us a short but very pleasant address. It was then announced that supper was in waiting at the Ross House, and of course we did not wait for the

second invitation, but immediately proceeded to close in due form; and went our way to the hotel dining room, and had a supper as would be fit for a king to feast from, and Bro. Daniels permit me to say right here to any hungry traveler visiting Garrett, please don't forget the Ross House. After feasting to our hearts' content we deserted the dining room, and spent a very enjoyable hour or two in the parlors of the hotel in pleasant conversation, until some one started the old familiar Home, sweet home on the piano. Hand shaking and good-byes now being in order of the evening, we were all soon on our way homeward feeling that we had spent a very profitable day. And to the efforts of the officials of the Baltimore & Ohio we owe the entire success of our meeting, and the thanks of every one of our members is heartily extended to them for their kind favors, and to Bro. Kilpatrick we can't thank him enough, but will promise him if we can at any time repay him for his great assistance we will cheerfully do so, and trust that we will yet meet him on other occasions of like nature, and will surely keep a bright spot in our recollections of Dec. 26, 1886.

Yours in P. F.,

N. W. BLACKBURN, S. and T.

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CARBONDALE, Jan. 7, 1887.

EDITOR MONTHLY:—The wives and sisters of the members of Penna Division gave us an invitation to attend a supper in Lackawanna Hall, on the evening of Dec. 25, which was attended by about one half of the members and they were treated to an agreeable surprise by being presented with a handsome revised Bible by Mrs. Iser on behalf of the ladies, in an appropriate address, which was briefly responded to by the C. C., in accepting the beautiful memento. Honor and credit are due the ladies for the excellent repast prepared by them. Bros. Robbins and Morgan procured a headlight, which shone on this table with a pleasing and beautiful effect. The turkey and other refreshments were highly enjoyed, after which we repaired to our homes, well pleased with the evening's entertainment, trusting that the ladies and brothers will remember the 25 th of Dec., 1886, many years to come.

I remain yours in P. F.,

P. C. C.

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WINNIPEG, MAN, Feb. 2, 1887.

EDITOR MONTHLY:—As your columns have not for some time past contained any thing in reference to this, the most northern Division of our Order, I feel that I need not now make any apology for asking insertion of this letter in your journal.

Since my last letter many changes have taken place in the official staff of the C. P. R., prominent among which is the resignation of Jno. M. Egan, a General Superintendent of the Western division, to accept the position of General Superintendent of the St. P., M. & M. Ry. I only voice the sentiments of the employes of this the most important division of the Canadian Pacific, when I say that those whose lot comes under the jurisdiction of Mr. Egan, can always rely on being dealt with on the broad, open principles of justice. The magnificent testimonial of ten thousand dollars in gold presented to Mr. Egan, speak louder than any humble words of mine, of the esteem in which he is held by those who were under his charge on this road. His successor is Mr. Wm. White, late General Superintendent of the Eastern division of this road.

Following closely on the resignation of Mr. Egan comes that of Mr. C. Shields, Assistant Superintendent of the Medicine Hat division. Mr. Shields has made for himself the reputation of an able railway man, and his departure is deeply regretted by the employes under him. Placing the interests of the company paramount to everything else, yet he never overlooked the interests and welfare of the men, and as a consequence, they became greatly attached to him. His successor has not yet been appointed.

The members of Division 47 are probably scattered over a vaster area than those of any other Division in our Order. At the western terminus of our great Canadian Transcontinental Line may be seen such old-time and staunch adherents of our Order as Brothers Jas. Trodden, Yardmaster at Port Moody, and Geo. F. Risteen, running passenger between Port Moody and Kamloops. Bro. Risteen's chief propensity is his apparently undying love for the ladies, and that he has not figured in several breach or promise cases is, in my opinion, due to the fact that the law in this country is not sufficiently severe on those who trifle with the affections of the gentler sex. Bro. Jas. English, who, until lately, was employed at Port Moody, is now developing a gold mine on the Columbia River, and according to all accounts, (except Jim's) there's millions—of nothing—in it. Bro. English is full of courage and perseverance, and it would not surprise me to see him in his new sphere develop into a millionaire. Coming Eastward we find the old favorite, Bro. Samuel Woods, running passenger between Donald and Kamloops. Bro. Wm. Lovelock, an old Grand Trunk conductor, is Trainmaster from Donald west. 'Tis no compliment to him to say that he is a favorite with every one, and whatever the "old man" says, on the road or among the boys, is received with as much respect as though it had emanated from their paternal protector. Running passenger between Medicine Hat and Canmore, we find Bros. B. F. McGinty and Jno. Barreau. Still coming Eastward, we meet Bros. A. A. Kennedy and Jas. Barton handling the punch. A short time ago the former brother joined the noble army of benedicts, and is now reveling in that unbounded sphere of happiness only known to those who show their wisdom in taking advantage of it.

Out of Winnipeg we find the O. R. C. thoroughly represented. Between this city and St. Vincent we find the ladies' favorite, Bro. Wm. Gilbert. Next to his reputation as a ladies' man, the chief characteristic of Bro. Gilbert is his Herculean digestive powers. His favorite dish is lamb, and the size of the lamb before which he would not quail would bring a blush to the cheeks of your renowned quail-eaters of Chicago. At Fort William may be found our old staunch and faithful friend, Bro. John Rapelye, who never loses an opportunity of furthering the interests of the O. R. C., or of its members. On the day express between Montreal and Carleton Junction the widely known Jack Williams attends to the bell-cord. John's genial disposition has made his name a household word with the patrons of that portion of the road over which he runs.

The dining car service on the C. P. R. is not surpassed by that of any other road in America, and if there is one section of the service more perfect than another, it is the western portion from Carberry to Broadview, under the charge of the traveler's favorite, Mr. J. B. Beut, at one time a popular sleeping-car conductor, out of Chicago.

At some future time, with your permission, I shall give your numerous readers a short sketch of the construction and operation of our great trans-continental highway.

Yours in P. F.,

JOSEPH FAHEY.

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ST. JOSEPH, MO., Jan. 30, 1887.

EDITOR MONTHLY:—No doubt you, as well as the readers of the MONTHLY, will be surprised when perusing the pages of this book to run across an article from St. Joseph Mo., and more surprised when you notice that it is from Division No. 141, and here let me say to the brothers that we are a Division of the O. of R. C., and although we have not been heard from very often through the columns of the MONTHLY, yet we are here. We were organized more than two years ago, and although our growth has not been very rapid, yet we have gathered in a new member now and then, kept out of debt, and have on hand something of a surplus in our Division treasury. We have always had a correspondent to the MONTHLY, but for reasons which I will not attempt to give, there has been but very little done toward keeping other Divisions informed in regard to how

we are getting along; but as I have been called upon to act as correspondent for the year 1887, I shall endeavor to appear in the MONTHLY as often as possible in order that all its readers may know whether our existence is one of prosperity or adversity.

However, I see no reason why we, as a Division, may not have a prosperous future. There are quite a number of railway conductors who have lately commenced running into St. Joseph, and are within our jurisdiction, also some whose age in experience will soon make them eligible to admission to our Order, and I think that by an extra effort, on the part of our members we may be able during the year to add the names of quite a number of members to those already enrolled on our books.

It is unnecessary for me to give you the names of our newly-elected officers, as no doubt our Secretary has already done so, but as you see they are all new officers, and I think we have selected willing workers who will, with proper support from the members, make the year 1887 a prosperous year for Division No. 141.

As this is my first attempt toward writing for the Division I will not undertake a lengthy article, but hope this will serve as an introduction of Division No. 141 to the readers of the CONDUCTORS' MONTHLY. With kind regards to all brothers of the O. of R. C., I am,

Yours in P. F.,

C. E. T.

TOPEKA, KAN., Feb. 7, 1887.

EDITOR MONTHLY:—As correspondent for Topeka Division 179 this year, will try and give you a little news. To start the New Year our office of superintendent of transportation was abolished, and D. J. Chase, formerly Superintendent of Transportation, was appointed General Superintendent of the whole Santa Fe Line in charge of road ways, bridges and stations. We are having a new scheme tried on passenger trains. All trains on the Main Line & Kansas City branch were supplied with ticket collectors on Jan. 17; the conductors have nothing to do with tickets or collections, only run the trains. The boys are getting fat, as they have easy times. Business is booming in both freight and passenger departments.

Yours in P. F.,

E. N. WOOD.

TOLEDO, OHIO, Jan. 29, 1887.

EDITOR MONTHLY:—While there is not a true member in the insurance or even belonging to the Order of Railway Conductors that would not be most willing to contribute his dollar for the relief of our late Brother Campbell's widow, yet what in the name of all that is just and holy was the members of St. Paul Division No. 40 thinking about, to allow any such thing to happen to one of its brothers. Have they never until now realized the responsibility that rests upon them as a Division? Do they go on day by day and not know that right in their *midst* they have a member and a brother that is sick and in need of assistance; have they no relief or sick committee? I think they should be severely admonished by some one.

How many members have they who think the Order at large will always look after their members when the least exertion on their part would save a world of trouble and censure.

Why, if Division No. 26 would allow anything of that kind to happen to one of its members, they would feel called upon to stand the amount of the insurance. I think any Division is guilty of criminal negligence in not knowing what the circumstances of their members are, at any rate when they live right in the city where the Division is located.

There are times when it is impossible to learn the condition of some members, and



when such is the case the member is to blame, not the Division. It does not seem so in this case. And I hope this will be a dear lesson to every Division of the Order, to wake up to the full force of the responsibilities that rest upon us as a band of brothers, to look out for the interest of the weak and failing ones. And let every conductor's wife or daughter or who ever is to be benefited by his insurance, consider themselves sole agent to act and see that the assessment is paid, not hide it away in the paper rack or some book until too late. And when too late how quick you can find it to see if it is stamped *paid* and if not how easily they find a way to get the money to Bro. Daniels, when under more favorable circumstances they would think they did not know how to fill out a blank of any kind.

Times without number the money is forwarded the second time for fear something has happened. You who are to be favored, learn how to remit for these assessments and do it as soon as received, and then in the dark hour of adversity you will not have it say, it might have been. I have no doubt but what Mrs. Campbell will get more out of this than though Bro. Campbell had been square on the books. Yet it will not always be so, so let each Division look well to its members.

Let any brother that is not able to pay his assessment lay his case squarely and plainly before his Division. There is no use being sensitive about this matter, there is no Division but has got its *mite* in the treasury; it is put there by you and by me, and to cover just such emergencies as has come to the notice of all through our last assessment.

With the best wishes to all, and more especially to Division No. 40, I am

Most truly yours in P. F.,

M. A. L., Ex C. C. Div. No. 26.

ST. LOUIS, Feb. 1, 1887,

EDITOR MONTHLY:—The number of letters addressed to me of late, as Chief Conductor of St. Louis Division No. 3, has brought to my notice the fact that the journal has not been informed of the change of officers. I offer the following for publication:

At a regular meeting of St. Louis Division held Dec. 26, 1886, at Elk's Hall this city, the following officers were elected, viz.

W. F. Lewis, C. C., 1907 South Jefferson Ave., St. Louis.

J. B. Hitchman, A. C. C.

W. M. Wheeler, S. and T., 2953 Atlantic Street, St. Louis.

Wm. Fry, S. C.

J. T. DeFrates, J. C.

Pearl Nickell, I. S.

F. L. Young, O. S.

Election of officers being ended doors were opened for the admission of visitors, Mrs. W. M. Wheeler being one of the foremost of the visitors, and presented to the Division a handsome album and easel as a present. Bro. A. G. C. C. Coman being present formally accepted and presented it to the Division in behalf of Mr. Wheeler; it was accepted by the retiring C. C., and in behalf of the Division thanked Mrs. Wheeler for her generous gift. Preparations were now made for the installation of officers. A. G. C. C. Coman acting as installing officer, Bro. R. E. Fitzgerald as marshal, after that speeches were in order and responded to by Bro. Coman and one or two of the visitors. The Division then resumed its regular business, that being concluded, the opportunity was offered for any one to express his views in behalf of the Order in general. Several responses were offered comparing the conductors of to day, their character and standing, to what it was before the Order was instituted. While I heartily coincide with the brothers in their views in regard to the changes in the moral condition of the conductors in general, is it fair to assume all the credit for those changes. You must remember we

never stand still any length of time in our life, we either go forward or retrograde; the advancement that has been made in all branches of business and of education, has a tendency to push us forward, we must keep pace with the times. The Order it's true is one of the results of such growth and advancements. And as I am a member of the Order I am willing and stand ready to champion any effort that tends to elevate its members, either morally or otherwise. Still it seems a difficult matter, when you come to compare the actions of members of your own Division in uniting to reprove an individual member for some trivial matter, putting forth his best efforts in their behalf, trying to the best of his ability to introduce measures tending to reform practices that tend to a greater or less degree to check the progress of the Order, and cause disruptions between those who participate in them and the companies by whom they are employed; if we refuse to recognize them we simply say by our actions that we indorse them, and place ourselves on the same level. Now in order to advance some one should take the lead, those that take the most interest are the most apt to offer their assistance, by introducing measures that their sense of justice tells them is right. And it seems to me the duty of the members should be to discuss those measures, and not make light of them by such language as anything to down so and so. When it comes to the election of officers, simply because his action in the transaction of his everyday business has been different from those in same line. I have, in the past year, heard a great many expressions of that kind about one of our highest officers, and not restricted entirely to members' ears, giving the public to infer that the character of the one referred to is far from being what it should be. This is ungentlemanly to say the least. Brothers let us refrain from expressions of this kind. We are entitled to choice for any office within the gift of the Order, but let us retire him when the time comes, in a manner becoming to him as an officer and a gentleman, remembering his good deeds and adopt them, and discard the bad ones. We should not judge by ourselves but by comparison, remembering the influences that surround him may be different from those that surround you, and if you could only look through his glasses you could see the motives that prompted him.

Since writing you we have lost, by death, one of our members. Another one has taken a look into the great unknown beyond. These things serve to remind us that time is passing; we are nearing the time when the same solemn rites will be said over all there is left of this mortal frame. What can the remaining ones say in memory to our names, have we performed our parts, have we any good deeds to record, or will they have to hunt the dictionary for words appropriate for resolutions? I leave this for you to answer. Resolutions were adopted in memory of Bro. T. R. Leonard; they were ordered printed in the journal but they are not at hand; will send them next time, until then I will close. Yours in all that pertains to welfare of the entire Order and

In P. F.,

M. F. COMPTON, Cor.

ELKHART, Jan. 28, 1887.

**EDITOR MONTHLY:**—Our worthy and efficient Secretary and Treasurer of Elkhart Division No. 19, who has faithfully and satisfactorily performed the duties connected with his office, was the recipient of a valuable and useful present on New Year's day, the present being a magnificent Queen Lantern, with the following inscription on the frame: Presented to G. W. Huntley by Elkhart Division No. 19, O. R. C. Bro. Huntley acknowledges the gift and returns his sincere thanks for this substantial remembrance, and values it, not only for its intrinsic worth but as a memento of the Division presenting it. This Division has as yet carried the banner of success in all its undertakings, for it has never done business in a half-hearted way, as they also presented Bro. L. R. Harkness of this Division, and Bro. M. W. Morgan, of Division No. 1, each with a very fine O. R. C. charm, as a token of their appreciation of their efforts at our excursion last July.

Yours truly in P. F.,

D. O.

WEST PHILADELPHIA, Feb. 1, 1887.

EDITOR MONTHLY:—It has been some time since West Philadelphia Division No. 162 has contributed anything toward filling the columns of our MONTHLY. As its correspondent, I will endeavor to offer something which I hope will be construed to the best interests of our noble Order.

I will commence by giving you a slight review of the good work of our Division in the past year. We have covered a vast field of labor, especially that grand feature of helping one another. We have in the past year been visited with considerable sickness in our ranks, causing quite a drain upon our treasury, yet we are thankful we were able to render the assistance which we did to the amount of \$750, and still have about \$700 left to commence the New Year with. Our Division pays a sick benefit of \$5 per week, and \$25 to a brother on the death of his wife, and \$50 to his family in case of a brother's death.

We have in the last fourteen months lost three worthy brothers by the hand of death—Bros. Robt. Cline and D. McPherson, who have received previous mention; Bro. Geo. Price, who on the night of Nov. 30 received injuries from which he died in a few short hours. In his death our Division lost a capable and efficient worker and a much respected brother, and his family a kind and loving husband and father.

I am pleased to say that all three of our deceased brothers were in our insurance, and the sad death of Bro. Price has been the means of awakening some of the sleepy brothers to their senses, and of causing them to review their condition in case of such a disaster overtaking them, and they not insured. I am happy to relate that out of our 126 members we have about 106 in our insurance, and I predict that the time is not far distant when every member will be enrolled in that grand feature of our Order.

There is some talk of a new Division being formed in the upper section of Philadelphia by P. & R. conductors, and one in Wilmington, Del. I think there is ample field for the new Divisions to labor in and become successful.

We have for the past few months been receiving communications from various parties asking for delegates to be detailed to meetings at various places, principally Harrisburg and Philadelphia, there to meet delegates of the various organizations, to adjust grievances on the P. R. R. system of roads. And I feel proud to relate that West Philadelphia Division has been steadfast in her refusal to send men for any purpose whatever.

At the Harrisburg meeting I am sorry to hear there were a couple of O. R. C. members present, yet from the information I have received as to the character of the meeting and the language used, they discovered that they were at a meeting which was not in accord with the principles nor the dignity of our Order, and washed their hands of the whole affair. As to the Philadelphia meeting, it was a farce of its kind, and the single member of our Order became disgusted to think he was alone, and also with the grievances presented, and took up his hat and departed, amid the condemnation of the men assembled, one of them using the expression that "cold lead was too good for him." Was not that a fine expression for a man to make to a body of men claiming to be representatives of the P. R. R. system? Anarchy is credited to the ignorant, but from a body of intelligent men, which they claimed to be, such an expression is worse than anarchy, and should receive such condemnation as it deserves. Yet there is some excuse for them, for they knew they were on a fool's errand, as shown by their limited attendance, and were mad to see it getting smaller and smaller. I am pleased to hear that there were no Brotherhood engineers there. They showed their good sense by remaining away, and I think the B. of R. B. would command more respect if they would settle down to a quiet order of things, and not be ready to jump into every trap that is set for them. Let them take for their example the O. R. C. and the B. of L. E., and they will find they will have satisfaction in their labors and the proper respect of their employers

I am willing to admit that there are grievances on our lines, and that certain things could be improved, yet I don't think they are serious enough to warrant the concerted action that is being agitated. To Divisions where trouble exists I would give this advice: Go to your division superintendent, and I feel assured you will be received and your grievances heard, and if possible they will be remedied. I say, if possible; for as we are not able to see on both sides of the fence, we cannot tell what obstacles may interfere with their adjustment. Take the lesson to yourself. You are not always able to fill your obligations to every one's satisfaction; neither is a railroad company. Such measures would receive more attention and reap more satisfaction than by a more aggressive policy.

Brothers of the O. R. C., I commend you for your firm stand in the recent labor troubles on the different systems of roads. By your dignified actions you have won respect for yourselves and your Order, which to day stands second to none in the line of protective organizations.

I am sorry to see the report that out of 11,000 members of our Order, not one-half of them are subscribers to our MONTHLY. Brothers, why are you so dilatory in taking hold of it? You certainly can curtail some needless expense for its benefit, thereby having before you a medium of news from all over the country, which would not only be beneficial to you, but interesting to your family.

Hoping to meet a delegate from each and every Division at New Orleans, I remain,

Yours in P. F.,

WM. J. MAXWELL.

### IN MEMORY OF HARRY S. KAYLER.

KILLED ON DUTY MARCH 1, 1882.

We must wear a smile to the world,  
Though our minds are bursting with  
grief,

And go right along with life's work  
Until death gathers us into his sheaf.

But we yearn so for the loved ones  
That have been taken away,  
And the hours drag along so slowly,  
Each seeming almost a day.

But though God, in His infinite mercy,  
Has taken our loved ones from tempta-  
tion and sin,

It has brought us so near the kingdom  
That we almost think we see in.

And if we repent and believe on Him  
Who died to free us from sin,  
We will one day meet mother and Harry,  
For oh! they are waiting to welcome us  
in.

Into that bright land  
Where sorrow and death never come,  
And O! won't it be joyful  
If ours is an unbroken band!

RAY S. KAYLER.

The first number of the *American Traveler and Tourist* came to our table last month, but was unfortunately mislaid. It is, as its title indicates, a book for the traveler, and it will enable those who avail themselves of its aid to while away pleasantly many moments that might otherwise drag wearily. Those who do not travel need not pass it by; they will find its thirty-two pages finely illustrated, and filled with interesting matter from such writers as "Bob" Burdette, Eugene Hall, Ella Wheeler Wilcox, and others equally well known. This number contains an excellent portrait of General Passenger Agent A. V. H. Carpenter, of the "St. Paul," illustrations of 'A Ramble by Rail through Illinois, Ohio and Indiana.' Send fifteen cents for a sample copy to the Engineers' Company, Lakeside Building, Chicago.

## YARDMASTERS' DEPARTMENT.

WM. BAIRD, Corresponding Secretary.

All communications for this department should be addressed to WM. BAIRD, 3519 Wallace street, Philadelphia, Penn., and should reach him not later than the 15th of each month.

### ON THE EAST SHORES OF THE SUSQUEHANNA.

As a general thing, Division No. 62 remains quiet on the banks of the Susquehanna; they have but very little to say, but sometimes think a great deal, and one reason for this cause is, because they are beautifully situated on the river bank, have plenty to do, and it keeps them busy to attend to their own business. It may be that some of the brethren in the far West, North, South and East might begin to think that there was no Division 62, that it had gone out of existence, if we kept quiet altogether, but I am glad to say that such is not the case; we are still holding up the banner, and our Division is in a flourishing condition, having nothing to complain of. When *Brother Sanger* sends us his assessment notices our members readily responds. There is no hesitancy in paying their assessments, always willing to give a helping hand to the widow and orphans, as the case may be.

We have been rather unfortunate in one sense since our last annual convention by losing one of our active members of the Division, and the widow was left in rather poor circumstances, with their little ones, to care for, but they were taken care of, and a widow who was poor was made happy, when I, the writer, handed her a check of one thousand dollars, which I had received from our worthy *Treasurer Sanger*. We feel as though we had done our part at least as far as we had promised to do; let the good work go on.

SECRETARY,

Division No. 62, Y. M. M. B. A.

MEMPHIS, Jan. 18, 1887.

WM. BAIRD, Esq., Corresponding Secretary.

*Dear Sir:*—Seeing nothing in the "Yardmasters' Department" of the O. R. C. journal from any of the yardmasters of this place, will, with your permission, attempt to give some news from this city, which is but very little, and besides being a poor writer, hope none will be disappointed when they peruse its contents. We have made several attempts to organize a Division of the Y. M. M. B. A. at this place, but it seems almost an impossibility to get all members together at once, as it is the busy season of the year; suppose we will have to postpone it until some future time. There are nine or ten members of the association in this city, and should we be able to get organized, will get several new members, as they are only waiting for us to get started. Don't see why we could not have as nice a Division as any city in the South, for all the members are good, whole-souled fellows and constant readers of the "Yardmasters' Department" of the journal, and look forward for its coming, and peruse its contents with the greatest of pleasure.

I am just in receipt of a letter from our noble Secretary and Treasurer, Jas. Sanger, saying he had just returned from a trip out West, and that he was delighted with the country, etc., but we are sorry he did not make it convenient to pay the Bluff City boys a visit, and I assure him that we would have made it a pleasant one, or no one else need try. Now, Mr. Corresponding Secretary, should you ever find time, would be ever so glad to have you visit us—will make you the same promise,—and see what you think of our city and the members of the Y. M. M. B. A. I sincerely hope by the time you hear from us again that we will be able to give you the number of our Division, its officers and the name. For fear of worrying you, will ask you to excuse me, as this is my first attempt, and wish you, one and all, a pleasant time and success to the Y. M. M. B. A.

Very truly yours, etc.,

MARK.

DENVER, COL., Jan. 10, 1887.

WM. BAIRD, ESQ., Corresponding Sec'y.,

*Dear Sir:*—A Happy New Year to all is the greeting of Division No. 8, for 1887, and may all prosper. Another year has past and gone, and with it several of our worthy members, and which in time we are all bound to follow; it therefore behooves us to prepare for the future, for we know not when our time may come. A great many of our members are very negligent in regard to paying up assessments. They keep from paying up until they are a couple or three months in arrears, then will either pay up all dues or part of them, then fall back again. This may be all right to them as long as death or disability does not ensue, but should they die or be disabled, then themselves and families have to suffer; when by a little promptness all this would have been avoided. Our insurance is the cheapest that can be secured, and all members of our association should not fail to keep it up. The beginning of 1887 finds Division No. 8 in a prosperous condition, having a membership of 33. During 1886, 14 members were initiated, 7 withdrew from other Divisions to join Division No. 8, 5 withdrew to join other Divisions, 7 were dropped for non-payment of dues. Our Division room is located in the New Union Depot, which is furnished us by the Union Depot Co. with rent, gas and steam heat free. It is elegantly furnished. Among the fine pictures decorating the walls is a fine steel engraving of our worthy G. S. and T., Jos. Sanger. On Jan. 8, Division No. 8 tendered a banquet to its members and friends, the affair taking place at the Lindell Hotel, everybody present thoroughly enjoying themselves. Selections from the piano and banjo were rendered by Denver artists, and were well received by all present. The Yardmasters of Denver show that they make a success of anything they lay their hands to. With more anon, I remain,

Fraternally yours,

J. J. BRESNAHAN.

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### IT CERTAINLY WAS.

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The *Telegrapher* in reply to a correspondent who asks why the laws of the Order of Railway Telegraphers excludes operators on elevated railways, says: "That although the strict letter of the constitution and statutes might forbid the admission of operators employed on elevated roads, yet we think it was (not ?) the intention of those who framed said laws to exclude that class of the craft."

We can settle the point definitely by assuring the *Telegrapher* and its correspondents that it certainly was the intention of those who framed the law, not only to exclude operators on elevated railways, but all others so far as qualifications of an operator were concerned.

Would not the *Telegrapher* have satisfied its correspondent better to have candidly stated that in the case of the organization of the O. R. T. as well as in most similar cases, the laws already framed by other organizations were laid under tribute, selections and changes made to suit the purpose in view and adopted, and that the point in question was left in by oversight. That as organizations hundreds of years old have not yet succeeded in providing themselves with perfect laws, it could hardly be expected that the telegraphers would do so at the first meeting, but that they hope to improve each year as their needs develop, and hope in good time to approach as near perfection as is permitted to an association of mortals.

# LEGAL.

Edited by R. D. Fisher, Indianapolis, Ind.

## *Black-List—Boycott or Conspiracy.*

The State of Connecticut	{	In the New Haven City Court, Jan. 10, 1887.
vs. Wm. H. Wallace & S. B. Opendyke.		

Action against the defendants by the State charging them with the common law offence of conspiracy. The complaint alleged that in November, 1886, the defendants with force and arms unjustly, maliciously and unlawfully desiring and intending to impoverish Thos. H. Meany and others, of the city of New Haven, and to reduce to beggary and want, by hindering and depriving them from using and exercising their trade and business as railroad men skilled by experience as yard men in the employ of the N. Y. & N. H. Railway Co., by causing by means of a *record* of the names of all persons had in their employ as agents or servants, who had left the employ of either the Northampton or New Haven railway companies, either by discharge or ceasing to work, and agreeing not to employ any and all persons who, had worked for either of said corporations who had ceased to work for any cause, and who might apply to either and agreeing to discharge any and all persons who having previously been employed by either of the defendants who may have secured employment under either of the defendants as agents of the aforesaid corporations.

The defendants were placed under arrest, trial had, the evidence, law and finding are sufficiently stated in the following opinion by Pickett, J:

The complaint in this case charges the accused with the common law offense of conspiring, and alleges that the intent of said conspiracy was to prevent and hinder one Thomas F. Meany from following and exercising his trade and business of making up freight trains in the employ of the New Haven etc., Ry. Co.

The offense charged consists in a combination or confederation of two or more persons, wrongfully to prejudice another in his person, property or character, or to do any wrongful act injurious to individuals or to the public; and the offense is complete when the conspiracy is formed, and there exists a common design to do any of said wrongful acts injurious to individuals, or the public, although there is no consummation of such design, and it may be properly said that many acts which if committed by an individual would not be criminal, are so when committed in pursuance of a conspiracy.

It is a well settled law, that any conspiracy to injure a man in his person and character is highly criminal at common law, and although recent events have developed conspiracies in new forms, for new purposes, bearing upon the various business interests, the court is clearly of the opinion that such conspiracies designed to directly prevent the carrying on of any lawful business or indirectly to injure the business of any merchant, by preventing those who would be customers of such merchant from purchasing his goods and wares, by intimidation, persuasion, or any means other than lawful competition is also criminal at common law.

The court is equally satisfied that any conspiracy to prevent, obstruct, or hinder any man from putting his labor on the market, when, where, and for such compensation as he may agree for, if the same be lawful, is also highly criminal at common law, and more disastrous in its effects than any other form of conspiracy except that to take life.

By law every man's labor, skill and industry are his own property, and with a great

majority of men they are his all, and precious to him next to his life. They stand in place of property, real and personal. His manhood as well as the prosperity of him and his, are dependent upon his rights to exercise these powers, gifts and qualities with the same freedom with which more fortunate men bestow their goods and estate, and any preventive, restriction, or hindrance in the lawful exercise of such freedom by the common design and united action of any organized society, order or club, or by any unorganized combination of two or more persons, whether they are employed seeking self protection or employers intending to be courteous to each other, is in violation of rights established by the constitution and laws of the State.

With this view of the law in the case, the court finds the complaint charges the accused in a proper manner with the offense named.

\* \* \* The evidence by which a conspiracy is proved is generally circumstantial, and if entirely so, such evidence is competent, and may be conclusive.

If the common design which is the essence of the offense, and the co-operation to effect it are clearly shown, it need not be shown that the parties thereto, met on the days and times of the commission of the offense, as it is sufficient if it is shown that the parties had a mutual understanding as to the common design and the part each was to perform in the attainment thereof.

The evidence in this case, both direct and circumstantial, unimpeached and undisputed, warrants the court in finding that the complainant Thos. F. Meany, had for about two years been employed by the Northampton company as yardman, that he voluntarily left said employment in a proper manner, but not with the approval of defendant Opendyke, superintendent of said company; that said Meany soon afterward obtained employment in the same line of business with the Hartford, etc. company; that he was a good man for his duties; that he continued in said employment about eleven days when he was ordered to stop work, by W. H. Wallace, one of the accused, and acting superintendent of the latter named company.

Therefore, the court finds that the order for Meany to stop work, was not given because of incompetency or any unfitness for the work which he performed, but because in the opinion of Opendyke he had left the employment of the Northampton company in what he considered "a mean way," which said opinion was indirectly communicated to Wallace.

The circumstantial evidence in the case satisfies the court that Opendyke and Wallace had a mutual understanding and agreement, that a man not approved by one should not be employed or retained in employment by their respective companies so far as they had control; that they had a common design in this case to hinder Meany from doing his work and earning his pay, which would not have been put in operation except for said mutual understanding, combination and conspiracy of the accused, which was to all intents and purposes a "boycott" upon the individual who was the subject of said conspiracy.

It is with great regret that the court finds the accused *guilty* of material allegations charged in the complaint. Whereupon it is adjudged that they pay a fine of fifty dollars each and the cost.

NOTE.—The defendants prayed an appeal to the criminal court, filing a bond of \$200 each. Trial is set for April term and the result will be watched with great interest.

Dave Davis, alias Cliff, alias Long, alias any other name that comes convenient for him to use, bobs up serenely again—this time at Mason City, Iowa. A telegram to a member there to have him arrested brought no reply. It certainly seems singular that this man should be permitted to roam the country unmolested, after swindling conductors as he has. The victims usually remember the cautions they have seen just after the man is out of reach. He is always deaf and dumb, and has a crippled hand or arm, and it would seem an easy matter to catch him.



## MENTIONS.

—The secretary of Division No. 106 wishes to learn the address of Bro. J. H. Thomas, last heard from in Silao, Mexico.

—W. F. Fralick is requested by the secretary of Division 60 to "stand up and be counted," and then he may conceal himself for a short time again.

—Mr. Daniel Hare, an old "Erie" conductor, has been incapacitated by sickness for some months past, and it is feared by his friends that he may not recover completely.

—Mrs. Camp has our thanks for favors, among them a contribution for the Ladies' Department of the MONTHLY, which shares the fate of other communications in being crowded out.

—The Orange Belt Railway is the next one to take time by the forelock, and adopt the "24 hour system," thus placing themselves in the van of a movement that must be joined by all sooner or later, and the sooner the better for all interested.

—Bro. A. S. Curtiss, finding a mercantile life entirely too tame to be enjoyable, has disposed of his interest in the Gate City Manufacturing Company, and has returned to the enjoyment of life on the rail. He is running on the Mo. Pac., out of Sedalia.

—A correspondent wishes us to ask J. W. Gilbert if it is customary for Minneapolis jewelers to have their employes wear watches left for repairs, to "regulate them," after the repairs are completed, and whether such a custom is not very convenient under some circumstances.

—Camden Division No. 170 has lately moved into the new and elegant hall which they have refitted and furnished at an expense of \$600. The members are somewhat proud of their home, and extend a cordial invitation to all to come and share it with them when within reach.

—Bro. Frank A. Cole and wife rejoice on account of the advent of Master Cole, a very young gentleman who arrived on a cold day in January, though the parents were not troubled by the depression of the mercury, and the weather has been so comfortable since that they think it a "mighty col-d day" when the juvenile member of the household don't teach them something new.

—We note that the example of the secretary of Division No. 47 has been followed by others, and among them the secretary of Division No. 17 issues an interesting circular to its members containing much information in regard to the Division, etc. We would be glad to publish in full if space permitted.

—If any one who knows anything of the whereabouts of W. H. Frost will kindly advise this office, they will confer a favor on his wife, who is in destitute circumstances with two small children to support. His son died a short time ago, and any information in regard to him will relieve much anxiety.

—Pretty nearly all the boys have dropped in during the past month to say "how" (and some of the girls, among whom were Mrs. E. H. Belknap and Mrs. Al. Vannaman), but it would make them proud to see their names in the MONTHLY, and as there would be a full page of them we shall not gratify the pride.

—Cal. Millard has decided to remain East and engage in an effort to "develop" the country there. He will act as General Excursion Agent for the Bath & Hammondsport Ry. and the Keuka Lake Navigation Co. during the coming season, and if his popularity and energetic labor don't add to the business of the company they need try no one else, for it can't be did.

—See terms offered to those who wish to subscribe for the MONTHLY, in connection with any of Harper's publications. The MONTHLY and *Harper's Magazine* will be sent to any one for \$4.25. The MONTHLY and either *Harper's Weekly* or *Bazar* for \$4.50 and the MONTHLY and *Harper's Young People* for \$2.75.

—We are pleased to note the re-appearance, in an improved form, of the *Railway Station Agents' Journal*, after a suspension of one month, and we sincerely wish for our contemporary a future that shall not be even momentarily shadowed. It deserves a liberal support from those in whose interest it is published.

—Division No. 41 wish to acknowledge their indebtedness to Superintendent Chamberlain and Trainmaster Hobbs of the Rock Island R. R. for many favors, one of which was a special train to convey their guests from the city to Englewood on the occasion of their late reception. Resolutions expressing their appreciation of the kindness were adopted unanimously by the Division, but reached us too late for publication in this issue.

—John R. F. Ryan and wife celebrated their crystal wedding at their pleasant home in Detroit, Mich., Feb. 7, and favored the MONTHLY with an invitation to be present. Bro. Ryan is a member and Past Chief Conductor of International Division No. 48, and he and his estimable wife have the sincere congratulations of the MONTHLY, and we hope they will receive congratulations on the occasion of celebrating their golden wedding.

—The CONDUCTOR'S MONTHLY in its new dress of '87 is now before us, and a splendid dress it is too. It presents a handsome appearance, and is now Vol. IV, No. I, which denotes a successful career. On the first page appears a most excellent engraving of Mr. C. S. Wheaton, chief of the Conductor's Order, together with a biographical sketch, and the many well selected articles make the MONTHLY most interesting. It should be in the hands of every conductor.—*Exchange*.

—We are glad to note the appointment of Bro. S. F. Randall, late secretary of Division No. 89, to be general yardmaster of Youngstown, O., at a salary of \$2,000 per annum. But while we are glad to chronicle the appointment, we regret that by it Bro. Randall's official connection with this office is severed. He was one of the best secretaries in the Order, and while the Division may have plenty of material to fill his place, they will not be able to find any one who will fill it better than Bro. Randall did.

—J. M. Mahoney, telegraph operator G. T. R'y, Hamilton, Ont., wishes information of his brother, Con. X. Mahoney, a member of Arnum Division No. 27 of the Order, who was last heard from at Byron, Mich., where he had been employed as bridge carpenter on the T. A. A. & N. M. Ry., but which place he was about to leave for Chicago. Not hearing from him, fears are entertained that some accident has befallen him. Any information sent to his brother or to this office will be thankfully received.

—Bro. Frank L. Strong has been confined to the house for nearly three months by a severe cut, but is now able to get around, though it will be some time yet before he will be able to run his train. In all well regulated conductors' families the wife splits the wood, but it seems that for some reason Bro. Strong attempted to do it himself, with the above result. He was fortunately a member of the Accident Association of Indianapolis, and friend Bellis has therefore had the pleasure of sending him a draft.

—A well-known member of Division 3 writes that he was preparing to take out his train on the evening of Jan. 20, when he was called home by a very urgent message, and on arrival, "to his extreme surprise," found a "young conductor," and we don't doubt any of his statement, for he is a truthful man, and would not say he was surprised unless he was, but—that is—at any rate we would like to know why, and some time when the youth is Scheuing his thumb on papa's knee, he can study up an explanation and send us.

—The secretary of an Iowa Division gives the editor "fits" because a communication from his Division is not published, and says he presumes it was omitted because the Division is not located in the East. The secretary of a New York Division comes to the front with the same complaint. Now if some brother from Manitoba and one from Florida will give us a gentle "holst" we will know that there is an East, South, North and West, and shall also feel that we have not been guilty of any "undue prejudice" against any section.

—A circular containing the appointment of Bro. J. P. Forrest to the position of train-master of the Iowa Falls Division of the B., C. R. & N. R'y., north of Estherville, came to hand while the January and February numbers were in press. Jim has been with the B., C. R. & N. for something over a dozen years, and was one of the first acquaintances made by the writer when he entered the employ of that company, and if the measure of his success is only limited by the wishes of his friends, the MONTHLY among the number, it will be unbounded.

—Annual balls are the order of the day, and as usual every last one remembers the MONTHLY, and excites the envy of the editor by sending a complimentary. We don't think one has missed us, and if they have they have our thanks for sparing us just so much regret, and those who didn't miss us will please accept our sincere thanks for the kindly remembrance, and our assurance that if possible we certainly should have been present on every single occasion, and will also please accept this, instead of the special acknowledgment which is their due, but which the want of time prevents.

—You can learn how to get rich by sending your address to Hallett & Co., Portland, Maine. They will send you full information about work that you can do, and live at home wherever you are located. Work adapted to all ages and both sexes; \$5 to \$25 a day, and upward, easily earned. Some have earned over \$50 in a day. All succeed grandly. All is new. You are started free. Capital not required. Delay not. All of the above will be proved to you, and you will find yourself on the road to a handsome fortune, with a large and absolutely sure income from the very start.—Adv.

—We give an unusually large space to the Fraternal this month, to accommodate the great number of communications received, but notwithstanding many are left over for want of space. We are pleased to receive more communications than we can find room for, as it indicates the increasing interest in the MONTHLY, but our friends must not "be weary in well doing" if their letters do not appear immediately, or perhaps not at all. We endeavor to find room for all, but it sometimes occurs that a communication is crowded out of one number, and by the next issue the items are too old to be of interest to our readers.

—Bro. W. R. McGill of Division No. 41 was married lately to Miss Lizzie A. Lovell of this city. The happy pair were the recipients of numerous and elegant presents from their many friends, among them being a \$500.00 check. The ceremony was performed by Rev. Mr. Corey of the Baptist Church, at the home of the bride's parents, 4952 Dear-born street, and a large number of the relatives and friends were present. They were escorted by the entire company to the Rock Island depot, where they took the train for an extended trip through the Southwest. The MONTHLY sincerely hopes they will have a Lovell-y time, not only on the wedding tour but throughout their entire life.

—D. L. Mulford, the manager of The Economy Club, was for many years a railroad man, and is favorably known to "the boys" as a *friend* of railroad men through his establishing in this city a few years ago at 634 South Canal street, a railroad men's restaurant and lodgings, where thousands of the boys found a *friend* and *home*, and with him and his amiable wife spent many a happy hour "singing dull care away." He hopes to see the day when railroad officials will provide for their men fully as well as they do for their locomotives, and furnish them with "Homes" at all terminal points where large numbers of them have to lay over for many hours. Mr. M. would be glad to see any of his old friends at his present office.

## In Memoriam.

**Ball.**—Died Feb. 1, 1887, after a short but severe illness, Emma Frances, beloved wife of Bro. George D. Ball of Rock Island Division No. 106. Mrs. Ball was a loving wife and a cheerful helpmate. She was beloved and respected by her large circle of friends to whom her death will be a severe loss. Mrs. Ball leaves a lovely little daughter 5 years of age to comfort and console Bro. Ball. Division No. 106 offered their sympathy and services to Bro. Ball in his sorrow and passed suitable resolutions.

"The Lord gave. The Lord taketh away,  
Blessed be the name of the Lord."

**Burrows.**—At a special meeting held Jan. 27, 1887, by Division No. 45, Y. M. M. B. A. the following resolutions were adopted:

WHEREAS, It has pleased the Almighty God in his infinite wisdom, to remove from our midst, after a long and tedious sickness, our much esteemed brother, Frederick W. Burrows who died at his home in East Boston, Dec. 15, 1886. Therefore be it

*Resolved*, That in the death of Bro. Burrows, our association has lost a worthy member, and Division No. 45 an earnest and faithful worker.

*Resolved*, That the heartfelt sympathy of this Division be tendered to the bereaved widow and friends of our deceased brother, in this their hour of affliction.

*Resolved*, That a copy of these resolutions be sent to Bro. Burrows' widow; also to the CONDUCTORS' MONTHLY for publication and entered on a memorial page of the records of Division No. 45.

GEORGE F. OLESEN,  
WILLIAM BURCHELL,  
O. S. FARR.

*Boston, Jan. 31, 1887.*

Committee.

**Chase.**—WHEREAS, It has pleased the wise Ruler of the universe to remove by death from our midst, our beloved brother, Henry S. Chase.

*Resolved*, That Syracuse Division No. 155 has lost a friend and brother whom to know was to love, and while we bow with humble submission to the will of Divine Providence, we deeply mourn the loss of one who in the prime of his manhood has been suddenly removed from among us.

B. H.

**Campbell.**—At a regular meeting of Queen City Division No. 60, Order of Railway Conductors, held at Sedalia, Mo. Feb. 6, 1887, the following resolutions were adopted:

*Resolved*, That this Division extend to our bereaved brother, Ira Campbell, our heartfelt sympathy in his great sorrow at the loss of his beloved wife.

WHEREAS, It has pleased an all-wise God to lay His hand in heavy affliction on our dear brother, snatching from his side in so terrible a manner, without a moment's warning, the joy of his household and dearest companion in life, shedding darkness and gloom over a once happy home, may the merciful God who doeth all things well, be his refuge and comforter in this time of sore affliction, he realizing He loveth him whom he chasteneth, and the hand that smites also blesses and heals. Be it further

*Resolved*, That an expression of appreciation and gratitude be tendered to the good members of the Lone Star Division, No. 53 of Denison, Texas, for their promptness, brotherly love and sympathy displayed in coming to the relief and assistance of our bereaved brother, as well as to their kind wives and neighbors for their sympathy and invaluable assistance rendered; also to Supt. J. Maxwell and other officers for their kindness in way of transportation, as well as other aid received at their hands.

V. P. HART,  
J. PATTERSON,  
B. F. BLTTHE,  
Committee on Resolutions.

**Garrison.**—Infant daughter of Bro. and Mrs. W. A. Garrison of Cedar Rapids, Iowa.

TO EFFIE.

Dear little hands, I loved them so!  
And now they are lying under the snow!  
Under the snow so cold and white,  
I cannot see them, or touch them to-night.

They are quiet and still at last, ah me!  
How busy and restless they used to be!  
But now they can never reach up through the snow—  
Dear little hands, I loved them so!

Dear little hands, I miss them so!  
All through the day wherever I go—  
All through the night how lonely it seems,  
For no little hands wake me out of my dreams.  
I miss them all through the weary hours;  
I miss them as others miss sunshine and flowers;  
Day time or night time, wherever I go,  
Dear little hands, I miss them so!

Dear little hands, they have gone from me now,  
Never again will they rest on my brow—  
Never again smooth my sorrowful face,  
Never again clasp me in childish embrace,  
And now my forehead grows wrinkled with care,  
Thinking of little hands once resting there,  
But I know in a happier, heavenly clime,  
Dear little hands, I will clasp you some time.

Dear little hands, when the Master shall call,  
I'll welcome the summons that comes to us all—  
When my feet touch the waters so dark and so cold  
I'll catch my first glimpse of the city of gold.  
If I keep my eyes fixed on the heavenly gate  
Over the tide where the white robed ones wait,  
Shall I know you, I wonder, among the bright bands?  
Will you beckon me over, oh! dear little hands?

**Gale.**—The family of Mr. Thomas C. Gale, the well-known and highly esteemed passenger conductor on the South Eastern Railway, having met with an unusually severe affliction in the loss of his little daughters in the short space of a week's time, W. Farnham Division No. 80 of the Order of Railway Conductors of which Division Mr. Gale is the Chief, at a special meeting held in the Masonic Hall at Newport, Vt., on Saturday, Jan. 15, unanimously adopted the following resolution of sympathy and condolence:

*Resolved,* We the members of W. Farnham Division No. 80 of the Order of Railway Conductors, have learned with feelings of deep sorrow and regret of the sad loss which has befallen the family of our Chief, Bro. Thomas C. Gale, in the death of two of his children.

*Resolved,* That while we would not intrude upon his grief knowing how powerless is human sympathy to mitigate the sorrow which time alone can heal, we wish, nevertheless, to extend our most sincere and heartfelt sympathy to him and Mrs. Gale and their family in this time of their sore affliction and bereavement, and the secretary is hereby instructed to have the same published in the CONDUCTORS' MONTHLY; also in the North Troy *Palladium*, and to forward a copy of the resolution to Mr. Gale.

O. D. WESTOVE, A. C. C.  
J. P. WHITNEY, S. and T.

**Langan.**—At a regular meeting of Arkansas Valley Division No. 36, the following resolutions were unanimously adopted:

WHEREAS, It has pleased the Grand Chief Conductor of the universe to remove from among us our brother, James Langan, and

WHEREAS, It be just that a fitting recognition be adopted, therefore be it

*Resolved,* That Arkansas Valley Division No. 36 has lost a friend and brother whom to know was to love; and while we bow in humble submission to the will of Divine Providence, we deeply mourn the loss of one who in the prime of his manhood has been suddenly removed from among us.

*Resolved,* That to the grief stricken family we extend condolence and heartfelt sympathy in their hour of sorrow.

*Resolved,* That we will ever cherish his memory sacred, as a faithful friend and brother.

*Resolved,* That our charter be draped in mourning for a period of thirty days.

*Resolved,* That a copy of these resolutions be sent to his grief stricken parents, and that they appear on the minutes of our Division and in the RAILWAY CONDUCTORS' MONTHLY, and the daily papers of Pueblo.

BEN ALEY,  
W. J. WIER,  
W. S. DICKINSON,  
Committee.

Pueblo, Colo., Feb. 13, 1887.

**Murdock.**—Following are resolutions offered by Chillicothe Division on the death of the wife of Bro. E. F. Murdock;

**WHEREAS,** The Grand Chief Conductor of the universe has seen fit to take from our worthy Bro. E. F. Murdock, his fond and loving wife.

**Resolved,** That the members of Chillicothe Division No. 181 deeply sympathize with Bro. Murdock in his great loss.

**Resolved,** That we pray that the Grand Chief Conductor of the universe may cast his mantle of protection around the little one whom he has robbed of a loving mother's care, and that he may send consolation to our worthy brother's heart.

J. KOPP, P. C. C.  
E. K. CLEVELAND.

**Maloney.**—**WHEREAS,** It has pleased the Grand Chief Conductor of the universe to remove from our midst our worthy and beloved brother. J. R. Maloney,

**Resolved,** That we feel very deeply the loss sustained by Battle Creek Division No. 6, in the sad death of our beloved brother.

**Resolved,** That we extend to the widow and daughter our heartfelt sympathy in this their great affliction, and ask them to let Christ and the Holy Bible fill the place in their hearts of the one that is gone, and remember that "our light affliction which is but for a moment, worketh for us a far more exceeding and eternal weight of glory." II Corinthians, iv. 17.

**Resolved,** That the Division room be draped in mourning for thirty days.

**Resolved,** That a copy of these resolutions be sent to the widow of our late brother, and one to the manager of the RAILWAY CONDUCTOR'S MONTHLY for publication,

W. J. MILLER,  
N. E. RETALICK,  
N. D. AUSTIN,  
Committee on Resolutions.

**McBeth.**—Died Jan. 19, 1887, at his home in Galion, James H. McBeth, aged 36 years and 15 days.

Bro. McBeth was conductor of freight four years ago on the then A. & G. W. R. R. when it was "Broad Gauge," now known as N.Y.P. & O. Failing in health about ten years ago, he went West and engaged in his favorite occupation, being for some time located at Fort Worth. Failing to realize that health which he so desired, he returned to Galion. When T. A. Phillip took charge of the F. R. & N., he went to Florida and had charge of the Baldwin yard, but consumption forced him to yield, and in the spring of 1886, he returned home to die.

L. MCB.

**Southwick.**—Died Jan. 23, Gracie, only daughter of Bro. and Mrs. L. B. Southwick, aged 12 years and 6 months. Gracie was taken with that terrible scourge, diphtheria, and succumbed to the destroyer after but four short days of suffering. A vacancy is created in a happy home that can never be filled, and the stricken parents will listen in vain for the joyous laughter that once greeted them, and while they endeavor to bow submissively to the will of Him who doeth all things well, they try in vain to understand why the grim messenger should invade their home, and at scarcely a moment's notice leave it desolate. When last heard from, Mrs. Southwick and the only son were suffering from the same disease, but we trust that before this meets the reader's eye, both will be fully recovered.

**Wilson.**—At a regular meeting of Bloomington Division No. 87, Order of Railway Conductors, held Feb. 13, 1887, we, the members of this Division do hereby resolve that at this our first opportunity since the death of our late brother, Chas. Wilson, who has been called from our midst by our Divine Grand Chief Conductor.

**Resolved,** That we will always remember with pleasure that Bro. Wilson was a loving and ever faithful member of our Order. And be it further

**Resolved,** That in our sorrow over our great loss, we will remember his loving kindness and many noble qualities of heart and life and will try and show our love for him by our appreciation of the examples he set us by his kindness and faithfulness while with us. And

**WHEREAS,** it has come to our notice, the great suffering of our late brother and his esteemed family during his long illness.

**Resolved,** That we, the members of Bloomington Division No. 87, O. R. C. extend our heartfelt sympathy in this their hour of sorrow. And be it further

**Resolved,** That a copy of these resolutions be sent to his family, one sent to the publishers of the CONDUCTOR'S MONTHLY, and one be placed in the hands of the Division Secretary to be kept in Division trust

D. DONOHUE,  
MILES BURNS,  
GEORGE BROOKS,  
Committee.

# THE RAILWAY CONDUCTORS'

—MONTHLY.—

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Volume IV.

CHICAGO, ILL., APRIL 1, 1887.

No. 4.

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*WALTER SCOTT SEARS.*

Walter Scott Sears entered railway service during the winter of 1848-'9, on the New York & New Haven Railway, as foreman of a force of men engaged in rock work. In September, '49, he entered the service of the Rome & Watertown Railway, then under construction, as station agent, opening stations as the road progressed and was accepted by the company from the contractors. In June, '50, he entered the service of the Michigan

Southern Railway, under Superintendent E. P. Williams, being first employed in replacing the old "strap" with modern rails. From November of the same year until July, '52, he was employed as conductor of work and freight trains, and ran the first through train over the road from Toledo to Chicago, a distance of 243 miles, and a pretty good day's work for a freight train. In July, '52, he was promoted to a passenger train, and ran passenger train until some time in '74 or '75, with the exception of three years when he was yardmaster at Toledo, and is now depotmaster at Adrian, Mich.

Bro. Sears has been continuously in the employ of one road for almost thirty-seven years, the road being known first as the Michigan Southern, then the Michigan Southern & Northern Indiana, and is now a portion of the Lake Shore & Michigan Southern.

Bro. Sears became a member of the Conductors' Insurance, now popularly known as the "Old Reliable," soon after its organization, and has served as its president. He was one of the early members of the Passenger Conductors' Association of Philadelphia, and was president for three years; joined the Mutual Aid and Benefit of Chicago soon after its organization, and became a member of the Order of Railway Conductors in 1884, and is now a member of the Insurance Committee. He is in good standing with all, with the exception of the Passenger Conductors' of Philadelphia, which is practically defunct.

Bro. Sears is one of the most widely known conductors in the United States, and his friends are legion. He is a genial, courteous gentleman whom it is a pleasure to know, a forcible and convincing speaker, and a ready writer. The MONTHLY is under obligations to his pen for many of its most interesting articles. May his shadow never grow less.

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#### MR. ADAMS BATHES A MULE'S FEET.

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Mr. Archibald Adams, a teamster, who resides on the Brownsville road, had an interesting and exhilarating experience yesterday morning. A week ago Mr. Adams bought a pair of plain, ordinary, everyday mules at the horse market. Now, Mr. Adams is a careful man, and has a kind heart for animals. So when he noticed in the farmers' column of a newspaper a day or so ago that it was an excellent thing to wash the hoofs of horses occasionally in hot water, he came to the conclusion that he would try its beneficial effects on these mules. He got a pail of water yesterday morning and hied himself away to the stable. The mules blinked at him with a mild, languid air, flirted their little tails about pleasantly, and awaited their master's will. Mr. Adams set the pail of water down at the rear feet of one of the mules. The mule kept on looking pleasant. Then Mr. Adams lifted up one of the hoofs and placed it in the bucket. —  
! ! ! . . . —*Pittsburg Dispatch.*





*SMITH C. STURTEVANT.*

We present above a correct likeness of Mr. S. C. Sturtevant who was the conductor of the ill-fated train on the C. V. railway, which broke through the bridge near White River Junction, Feb. 5, last. We are under obligations to Bro. E. D. Nash for the portrait, and a brief sketch of Mr. Sturtevant's life.

Conductor Sturtevant was born in Weybridge, Vt., in November, 1845, where he lived until the time of his enlistment in Co. B., 5th Reg't. Vt. Vols., Dec. 22, 1863. Although but eighteen years of age when he entered the service, he was one of the bravest soldiers Vermont sent to the war, and was severely wounded in the left arm at the battle of the Wilderness in 1864. In February, 1865, he was transferred to the veteran reserve corps, and was finally mustered out of the service in July, 1865. Soon after his return to Vermont he entered the employ of the Central Vermont railroad, and rapidly rose through the different grades to the berth of conductor. During the last eleven years he was conductor of the night express train between St. Albans and White River Junction and Windsor, and was one of the best known and most popular railway men in the New England States. In 1865 he was united in marriage with Miss Emma Church of St. Albans, by whom he had seven children, all of whom with their mother, survive him. Death ensued as the result of his injuries, Sunday, Feb. 6, and his remains were taken to St. Albans for interment. The funeral services at his late home were observed Tuesday, Feb. 8.

## A PUZZLER.

Ten weary, footsore travelers,  
All in a woful plight,  
Sought shelter at a wayside inn  
One dark and stormy night.

"Nine rooms, no more," the landlord said,  
"Have I to offer you.  
To each of eight a single bed,  
But the ninth must serve for two."

A din arose. The troubled host  
Could only scratch his head,  
For of those tired men no two  
Would occupy one bed.

The puzzled host was soon at ease—  
He was a clever man—  
And so to please his guests devised  
This most ingenious plan:

A | B | C | D | E | F | G | H | I :

In room marked A two men were placed,  
The third was lodged in B,  
The fourth to C was then assigned,  
The fifth retired to D.

In E the sixth he tucked away,  
In F the seventh man,  
The eighth and ninth in G and H,  
And then to A he ran,

Wherein the host, as I have said,  
Had laid two travelers by;  
Then taking one—the tenth and last—  
He lodged him safe in I.

Nine single rooms—a room for each—  
Were made to serve for ten;  
And this it is that puzzles me  
And many wiser men.

## THE NORTHERN PILGRIMS.

By request we print Burdett's account of an "excursion" on the Iowa Route soon after it was opened.

The eclipse was just grand,  
Oh, it was perfectly beautiful,  
It was awful, solemn, impressive,  
It was real nice.

The Burlington, Cedar Rapids and Northern Railway Company wrote a new and decidedly novel page in the records of railroad enterprise. For the first time in the history of railroads, the company furnished its passengers with smoked glass, and held the train while they looked at an eclipse of the sun. It was Ogden's idea. The glass was cut in Burlington, smoked in the express car, and when the sun, oppressed by the heat, began to creep into the shade, every man and woman on the train blacked his or her nose with one corner of the glass and watched the eclipse through the other. The train stopped and we got out. There was so much smoked glass around that it made all that part of the country dark long before the eclipse. We turned our expectant faces toward the sun and kept them there. Presently with a crash that was heard distinctly by every one of the excursionists, the shadow fell upon the sun and a dark spot on its bright

surface showed that trouble had commenced. This was the only point in the United States in which the noise of the eclipse could be heard, and the B., C. R. & N. people had very carefully timed the arrival of the train at this point. The dark spot grew darker and larger and went tearing across the sun with a rasping, grating sound that would have been very annoying if it had not been so wonderful. The shadow did not move directly across the face of the sun, as was the case from all other points of observation, but at times danced rapidly up and down, and spread out and shrunk up, and wiggled itself violently from side to side, to the great amazement of the passengers. Vulcan was very plainly visibly throughout the eclipse. It is a large star, very enterprising and progressive, and contains two saw-mills, a good schoolhouse, eight stores, three churches and twenty-nine saloons. During the eclipse, and while the shadow was at its darkest, a most remarkable incident transpired, of which I have noticed no account elsewhere. We saw the man in the moon. Suddenly he grabbed up a stencil plate, flattened it against the face of the sun, brushed it violently for a moment, and as he snatched it away, there glowed and burned upon the dark eclipse in letters of living light, the words:

“Go north by the Iowa route.”

At Northwood the conductor put a man off the train for lying. The sad affair cast a gloom over the entire community for a little while, but it soon passed away, and the excursionists regained their wonted hilarity and went about the train with their faces wreathed in smiles, and their ears full of cinders.

The excursion is an immense success. Every seat on the train was occupied, and people stood at the car doors and cried to be taken along. The officials were untiring in their efforts to make everybody comfortable and happy. The great and good conductor, Strickland, conducted the train ever so conductly. He sat down and looked hurt and lonesome when people wouldn't ask him questions. It is about 250 miles from Burlington to Albert Lea. And Strickland walked the entire distance, back and forth in the train, about three times. And he rode the straight run through at the same time, making a trip of 1,000 in a single day, the longest single run on record. And when the train got to Albert Lea he wasn't a particle tired. He wanted somebody to go out on the prairie with him and help him run down a prairie chicken. Everybody else was too tired and he went out by himself and run down two. The excursionists cried when they had to come away from Albert Lea without him.

#### MINNESOTA.

There is a sign board put up at the State line, to tell unwary travelers which State they are in. We all watch for it with great eagerness, and when we pass it we know we are in Minnesota. The clear atmosphere,

the bracing, invigorating air, the billowy fields of verdant meadow and golden stubble and the low, wooded hills all proclaimed Minnesota. But above all, the air. Ah! How the excursionists thrust their heads out of the car windows, and craned out their necks, and sucked it in by the bucket full, oxygen, coal smoke, cinders, gnats and all, and said it was good. And it was too. You can't put enough impurity in it to spoil it, and there isn't a speck of dust in it, anywhere in the State, after you get away twenty inches from a car window. One passenger, who mistook a slow board for the State line, had been breathing himself hoarse for twenty-two miles on common Iowa air, declaring all the time how delicious it was. He was greatly mortified when he learned his mistake and would not breathe at all again until he reached Minneapolis.

This is the place. I don't think any of the party want to come back again. You can sit at your window and watch this town grow. And while you are looking in one direction a man will build a block of houses in the other. It is the busiest place I have seen this summer. It makes a lazy man's back ache to come here and see everybody with so much to do, and doing it so briskly.

Frank Whitmore joined the northward bound excursionists at Cedar Rapids, and is now with them. In company with *The Hawkeye* ambassadors he went out on lake Minnetonka last Tuesday, and they found Will Foster and Charley Arnknecht over at Excelsior. They are not having a good time nor nothing. Foster has gained four pounds a day ever since he has been there, and Arnknecht is nearly six feet high. The climate of Minnesota is simply wonderful.—*R. J. B., in Burlington Hawkeye.*

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### BEATING A RAILROAD.

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BY M. QUAD.

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Down in New York State there is a railroad called the Rome, Watertown & Some-Other-Place Railroad. I believe the some other place is Ogdensburg. Last summer occasion required that I should use this line of road for about sixty miles, and I left Rome one morning feeling at peace with all mankind. The conductor came along in due time to take up the tickets, and I made it a point to ask him if we were on time. I didn't care a copper whether we were two hours ahead or two hours behind time, but I wanted to exhibit a friendly spirit, and let him know that I was interested in his welfare. A passenger who won't show his hand to a conductor ought to be made to ride in the baggage car. He uttered a grunt in reply to my question and passed on. If he were too overworked and heart-broken to utter a yes or no, that was not my fault. He put a green

ticket in the band of my hat to show that I was a cash passenger, and I went to sleep to dream that a mad populace was about to hang Jay Gould, because he didn't pay his railroad conductors a salary of \$5,000 a year.

"Ticket!" yelled a voice in my ear, and I awoke to find the broken-hearted conductor towering above me.

"What do you want?"

"Your ticket!"

"Gave it to you an hour ago."

"Where's your check?"

"In my hat."

"See here, young man," growled the broken-hearted conductor, "I want your check or your fare!"

The check was not in my hat. It was not in any of my fourteen pockets. It was not on the seat or the floor, nor above nor beneath the earth. It took ten minutes to satisfy the over-worked conductor of this fact.

"But I had it," I persisted.

"I doubt it."

"Don't you remember of my asking you, when you took my ticket, if we were on time?"

"No, sir! If I had ever been asked such a question as that I should have surely remembered it."

"This man here must have seen my ticket, for I saw him looking into my wallet."

"You are a liar!" promptly responded the passenger, who had the seat behind me.

"And you must either pay your fare or get off," added the conductor.

"Look here, old fellow, I bought my ticket in the regular way, handed it over according to rule, and the fact that I have kept my seat for sixty miles is evidence that you received the ticket. Don't make a side-show of yourself about the check, which is but a bit of cardboard, anyhow. I have always sympathized with conductors as a poor but strictly honest lot of men. I feel that you are over-worked and over-burdened, and that you are many times the object of unjust suspicions. When I make my will I shall remember at least twenty-five conductors to the extent of —"

"I want that check!"

"I haven't got it."

"Then I want your fare!"

"I have paid once."

He reached up and seized the bell-rope, and demanded:

"Will you pay?"

"Not to-day."

He pulled the cord, and the train came to a standstill in about a quarter of a mile.

"Now, then, off with you!"

"You'll have to put me off! I've paid my fare, and if I go off I want a show for a suit for damages."

He beckoned for the brakeman. I have always sympathized with the brakemen as a class, believing them to be gentle-minded creatures who suffered and endured simply to keep trains running for the convenience of the public. The brakeman came, and the pair lifted me up and helped me down the aisle, and dropped me off among the daisies. I sat down on the grass, and as the train moved off the conductor remarked:

"Next time you try this dodge on me you'll get badly thumped!"

I sat there for twenty minutes, and then the rear end of the train, as it backed up came into view. It stopped opposite me, and the conductor came down and said:

"My dear sir, I beg a thousand pardons! We found your check under the seat, and have come back for you!"

"Then I had a check?"

"You did!"

"And I am not a dead beat?"

"I'll shoot the man who says you are!"

"But you put me off, and I want damages from the company."

"Say, don't do it! You'll ruin me! I've got two children sick with scarlet fever, a wife who is bed-ridden, a mother who needs my support, a father —"

I got aboard, and the train went on. The man who had called me a liar begged my pardon, the brakeman wanted to adopt me for his own son, and a dozen passengers came to shake hands and say that my magnanimous spirit would surely be rewarded in heaven.

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### NO ROOM.

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Saint Peter, it is said, sits out by the heavenly gates, his hands on the strings of a lyre, and he sings, as he sits, a low song, as he waits for the souls of those who expire. He hears in the distance the chorus of song that swells at the foot of the throne, and he smiles as the music is wafted along, and warbles this lay of his own: "There is room in this region for millions of souls, who by sorrow and woe were bereft; 'tis for those who have suffered, the melody rolls, but the kickers must turn to the left. There is room here for people who when they were young, persisted in sowing wild oats, but who boomed up their city with sinew and tongue; but the kickers must go with the goats. There is room for the people who pointed with pride to the beauty and growth of their town, who kept singing its praise and charms till they died, but the kickers will please amble down. They'd say that the music was all out of tune, and angelic robes hand-me-downs, and they'd send for a jeweler off to the moon, to sample the gold in their crowns. So while there is room for a million of souls, who by sorrow and woe are bereft, we want no complaints of the music that roll, so the kickers will turn to the left."—*Exchange*.

# LADIES' LITERATURE.

Opinions and items of interest to women are invited for this column.

Articles and correspondence must be brief and to the point. Address, "Ladies Literature," *RAILWAY CONDUCTOR'S MONTHLY*, Room 46, 115 Dearborn Street.

For the *MONTHLY*,

## *MAM-MA IS GONE.*

Tiss me papa, tiss aden  
'Ure 'ittle babie dirl,  
And sing to me as mamma sang  
About the fox and skirrel.

I want my mamma to tum home  
Will she? pity soon  
Tall her, papa, tall her loud,  
Tell her, hurry and tum.

Oh papa, what makes you kie  
'Tause mammas gond away,  
What made plitty mamma die  
And can you, like mamma pray.

Mamma tised me, and said Dod bess  
Papa and my babie dirl.  
Then went to seep and did not wake  
To sing to me the fox and skirrel.

M. B. CAMP.

## *THE BARTENDER'S STORY.*

When I knowed him at first there was  
suthin',

A sort of a genial air,  
That was very particular pleasin';  
And what you might call—debonair.  
I'm aware that expression is Frenchy,  
And highfalutin, perhaps,  
Which accounts that I have the acquaintance  
Of several quality chaps.

And such is the way they converses,  
But, speaking of this here young man—  
Apparently Natur had shaped  
On a sort of a liberal plan;  
Had give him good looks and good language,  
And manners expressive with vim,  
His belief in hisself and that others  
Was just as good fellers as him.

Well this chap wasn't stuck up by no means,

Nor inclined to be easy put down;  
And was thought to be jolly agreeable  
Whenever he went around town.

He used to come in for his beverage  
Quite regular every night;  
And I took a considerable interest  
In mixing the thing about right.

A judicious indulgence in liquids  
It is nat'ral for me to admire;  
But I'm free to admit that for some folks  
They is poison complete and entire;  
For rum, though a cheerful companion,  
As a boss is the Devil's own chum,,  
And this chap I am sorry to state it,  
Was floored in a wrastle with rum.

For he got to increasin' his doses,  
And took 'em more often he did—  
And it growed on him faster and faster,  
Till inter a bummer he slid.  
I was grieved to observe this here feller  
A shovin' hisself down the grade,  
And I lectured him onto it sometimes,  
At the risk of his injurin' trade.

At last he got thunderin' seedy,  
And lost his respect for hisself,  
And all his high notions of honor

Was bundled away on the shelf.  
But at times he was dreadful remorseful,  
Whenever he'd stop for to think,  
And he'd swear to reform himself frequent,  
And end it by takin' a drink.

Who saved that young feller? A woman!  
She done it in the singlerest way—  
He come into the bar-room one evenin',  
[He hadn't been drinkin' that day]  
And sot hisself down to a table,  
With a terrible sorrowful face,  
And he sat there a groanin' repeated,  
And callin' hisself a gone case.

He was thinkin', and thinkin', and thinkin',  
And cussin' hisself and his fate,  
And endin' his thinkin' as usual,  
By orderin' a Bourbon straight.  
He was holdin' the glass in his fingers  
When into the place from the street  
There came a young gal like a spirit,  
With a face that was wonderful sweet.

And she glided right up to the table,  
And took the glass gently away,  
And she said to him, "George, it is over;  
I am only a woman to-day!  
I rejected you once in my anger,  
But I come to you lowly and meek,  
For I can't live without you, my darling,  
I thought I was strong, but I'm weak.

"You are bound in a terrible bondage,  
And I come, love, to share it with you;  
Is there shame in the deed? I can bear it,

For at last to my love I am true;  
I have turned from the home of my child-  
hood,  
And I come to you, lover and friend,  
Leaving comfort, contentment and honor,  
And I'll stay till the terrible end.

"Is there hunger and want in the future?  
I will share them with you, and not  
shrink!  
And together we'll join in the pleasures,  
The woes and the dangers of drink!"  
Then she raised up the glass, firm and  
steady,  
But her face was as pale as the dead—  
"Here's to wine and the joys of carousals,  
The songs and the laughter," she said.

Then he riz up, his face like a tempest,  
And took the glass out of her hand,  
And slung it away, stern and savage—  
And I tell you, his manner was grand!  
And he says, "I have done with it, Nellie,  
And I'll turn from the ways I have trod,  
And I'll live to be worthy of you, dear,  
So help me a merciful God!"

What more was remarked, it is needless  
For me to attempt to relate;  
It was some time ago since it happened,  
But the sequel is easy to state;  
I seen that same feller last Monday,  
Lookin' nobby and han'some and game,  
He was wheeling a vehicle, gen'lmen,  
And a baby was into the same.

—*Elmira Gazette.*

PERRY STATION, IOWA, Feb. 23, 1887.

EDITOR MONTHLY:—Have seen nothing in MONTHLY in regard to the new pass law. As that is what bothers the employes' families here now, would like to see something about it in the journal. Will employes' families or wives have free transportation, as before? Are they considered with the employe?

We have taken the MONTHLY for three years, and know that if the wives of the Order would, they could make the MONTHLY more interesting, at least for the ladies.

Nearly every lady has some recipe or some new way of making things that others would like and be glad to know.



The O. R. C. held their annual ball here Feb. 21; had a large attendance from all along the line. Robert Templeton, late C. C. of this division, now living at Marion, with wife and daughter, were here, and others too numerous to mention. An oil portrait of George Washington framed, as a surprise by the ladies of the Order, hung in the hall. Decorations were simple but appropriate.

I have no doubt you will hear about the ball from some one of the division. Will leave a space for them.

WIFE OF A CONDUCTOR.

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### THEIR WEDDING JOURNEY.

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"I suppose we must have a wedding tour," said Laura Boyce, to her lover, as they sat together talking over the details of their marriage which was to take place the following week.

"Of course," answered Thorpe. "Folks don't seem to really consider themselves married nowadays, unless they go somewhere immediately after the knot is tied."

"But don't you think it a nice plan?" asked Laura. "It—it—why it symbolizes, so to speak, the journey of life we begin together, you know."

"Of course," answered Thorpe, smiling in a way that made Laura feel he was highly amused with her poetical way of putting the matter. "And the vexations of the trip are symbolical, I suppose, of the vexations we are likely to meet on the life-journey you speak of. Eh, Lolly, dear?"

"Now, you're laughing at me," pouted "Lolly dear." "I'm sure I don't care if we don't go anywhere, if you aren't in favor of it. But it will be expected of us, of course. Everybody else goes, when they get married, and I never like to be thought odd. I'd like to know what *you* know about the vexations of a wedding trip, never having had any experience of your own."

"I've seen others having experience," answered Thorpe, kissing away "Lolly dear's" pout. "We'll do just as the rest of the world does, and go somewhere, anywhere, no matter where, so you are satisfied. Where shall it be?"

"I'm not in the least particular," answered Laura, "only, I don't care about going to Saratoga, or Newport, or Niagara, or the mountains—they're so common, you know."

"For a person that isn't at all particular, it seems to me you're rather hard to suit," laughed Thorpe. "Suppose we go on a Western trip, then. Out to Nebraska, or Colorado, for instance."

"Oh, that would be just splendid!" cried Laura. "I never thought of it

before! We could see such beautiful scenery and—and things. Do let's go, Thorpe."

"Colorado and Nebraska it is, then, provided you don't change your mind before we get started," answered Thorpe.

The next week they were married.

The wedding took place in the morning. Directly after the wedding breakfast had been partaken of, they started on their bridal trip, amid a perfect shower of congratulations, good wishes, rice and old shoes.

That night they spent in Chicago. The next one found them nearing the "borders of civilization," according to Laura's opinion, as she took observations from the car windows.

"To-morrow night we shall be at the end of our journey," Thorpe said. "I'm glad of it, aren't you?"

"Oh, I don't know," answered Laura, who wasn't going to confess to anything of that sort. "I'm fond of travel. It enlarges one's ideas, and improves the mind, you know."

"Yes, just so," laughed Thorpe. "I feel my mind and ideas expanding rapidly, since I have begun to see the world at the rate of twenty miles an hour, from the inside of a railroad car."

The next morning they resumed their journey. "Traces of civilization grow fewer and farther between," said Laura, as they passed the sod-houses of the Nebraska farms. Now and then they paused at little, rude towns, made up of rough shanties, log-houses and "dug-outs;" then on again over broad plains covered with sparse shrubbery, tall grass and dreariness.

"Pleasant scenery," said Thorpe. "I hope you enjoy it."

"I shall, when we get to the mountains," answered Laura.

"I do wish you'd get me a drink of fresh water," she said, as the train came to a halt at a little town. "That in the tank isn't fit for anything."

Thorpe sallied out in search of the water Laura stood in need of. He passed two men on the platform of the station who looked at him sharply and held a hurried consultation. He found a clean tin dipper in the station and filled it from the spring close at hand, and was returning to the car, when the two men he had passed confronted him, and made the startling announcement that he was their prisoner.

"I'd like to know what you mean," demanded Thorpe.

"We mean that we've nabbed you," answered one of the men. "Where's the description, Bill." "Light trousers; brown hair, slightly curly; brown mustache, blue eyes; wears cameo ring on third finger of left hand," he read from the paper Bill produced. "That's him to a dot. We're in luck, sure."

"I think you ought to be in the asylum for idiots," said Thorpe, pushing them aside. "Do you take me for a thief, or some other kind of a criminal?"

"That's about the size of it," answered Bill. "Oh, 'tain't no use for you to get into tantrums," as Thorpe began to show signs of rebellion. "You're our man. We've been after you fer a right smart spell, an' we ain't agoin' to let you slip now we've got you. Bet yer boots o' that, young feller." Guess you won't break into anybody's house agin' right away."

"You're making a great mistake," cried Thorpe, as the bell began to ring. "I'm Thorpe Dayton, from Cleveland. My wife's on the train. Let me go."

"No you don't," exclaimed Bill, making fast to Thorpe. "Hold to him, Perkins, or he'll git away. We don't swaller all them stories you tell, do we, pard? We ain't *quite* so green."

Bill's "pard" signified by a chuckle that they knew what they were about and who they had to deal with.

The whistle blew.

"I must go!" cried Thorpe with a thought of Laura. "Take your hands off me, or I'll knock you down."

"How're you goin' to do it?" demanded Bill. "Look sharp there, Perkins, he's goin' to be an ugly customer, I reckon."

They were too strong for Thorpe. He couldn't break loose from them.

The cars began to move. Laura thrust her head out of the window to see what had become of her husband, and Thorpe shouted:

"These fools have made a mistake, and take me for some one else. Wait for me at next station."

And then the train rumbled away, bearing with it his poor "Lolly dear," whose head he could see projecting from the window until a grove of cottonwoods hid them from each other.

"Now, gentlemen," he demanded, turning to his captors, "I want to know the meaning of this. You may know what you're about but I don't."

"Cool," said Bill, with a wink at his pard.

"You're a good one," said Perkins, looking at Thorpe with something like admiration. "But, of course, you ain't a goin' to give yourself away. I wouldn't, if I was you."

"I insist on an explanation," said Thorpe. "You have forcibly detained me and I want to know what for. If you can explain matters satisfactorily, all right. If not, I'll make you smart for it."

"Come now, don't give us any o' yer taffy," said Bill. "You know why, jest as well as we do. Here's our warrant for your arrest. Old Brag know'd what he was about when he telegraphed down fer us to stop ye, if we could."

"You evidently take me to be some person who is running away from justice," said Thorpe. "Have you any one in town who can identify the person you were told to arrest?"

"Old Pulcifer knows you, but he ain't to home," said Bill insisting on Thorpe's being the person he wanted. "We'll shet ye up some'rs till we can hear from old Brag, an' when old Pulcifer comes, we'll bring him round to hear yer little story, if you want to tell it to him. I reckon you won't think it worth while, though, when you see you can't get away."

So Thorpe was taken to a place for safe keeping and "Old Brag" was telegraphed to that the "bird was caught."

I can't describe Thorpe's feelings, therefore I shall not try to. They belonged to that category of emotions which are more "easily imagined than described."

He did not care so much about himself as about poor Laura. What would she think? If he did not get away from his captors in time to join her by the next train, what would she do?

Shortly after noon, "Old Pulcifer" arrived in town, and Bill and his "pard" brought him to take a look at their prisoner.

"Wall, I'll be swizzled!" was his elegant and forcible expression, as he looked in on Thorpe. "Of all goll-blasted fools you two air a little the biggest ones I ever see. This here ain't yer man, nohow. Didn't the paper say that the man old Brag mentioned was between thirty-five and forty? This yere chap hain't a day over twenty-three, I'll bet my bottom dollar. Cute men *you* be, vallerble persons to have 'round. You'll be gittin' into detectives afore you know, *you* will."

Of course, Thorpe was set at liberty at once. Bill and his "pard" sneaked off as soon as they could, to get away from "Old Pulcifer's" scathing remarks, and a possible attempt at vengeance on Thorpe's part.

"How far is it to the next station, by wagon road?" asked Thorpe.

"Nigh about ten miles, an' the al-firedest, gol-darned road you ever see, too," was the reply. "Trav'lin over it is wuss'n ridin' over a mount-in' on a bob sled."

Thorpe determined to try it. He could easily accomplish ten miles before night, he thought. He was too impatient on Laura's account to wait for the train, which would not come until sometime in the evening.

The route was pointed out to him, and he set off on his journey.

He began to believe what they had told him about the road before he had been an hour on his way. Mud and logs alternated with logs and mud. There was no getting round them. One must go through and over.

By and by a shower came up. There was no shelter, and in a few minutes he was wet to the skin.

"A delightful episode in our wedding journey," he soliloquized, as he shivered along through the mud, and over clay knolls which the rain had made slippery as tallow and sticky as wax. "I wish I had that Bill and his pard here to vent my present state of feelings on." Thorpe's face

wore a very savage expression, and he shook his fist menacingly at an imaginary Bill. In doing so he lost his footing and came down to a dignified sitting posture on top of a clay bank.

He pulled himself loose from the tenacious soil which seemed to have all the sticking qualities of a brother in it, snapped off part of the mud from his coat tails, and started on again.

"Well, I'll be—hung! if I ever saw anything like this," he panted, an hour later, as he passed under a poor little cottonwood. "I wonder whose pre-emption claim I've got away with?" He looked at his feet, to each of which at least a peck measure full of clay adhered. He was clay to his knees. His coat-tails were stiff with clay. He realized, as never before, the fact that he was made of clay. He began to think that he was resolving back to the dust from which mankind is said to have been fashioned. Let the sun shine out and dry him thoroughly and he would crumble into atoms and be known no more as a man.

Suddenly, a woman, or something he took to be a woman, came around a turn in the road, and slid, sprawled, and dragged her heavy feet toward him. She had on a bonnet of pink calico, with projecting pasteboard-stiffened sides, and a great shawl or blanket of gorgeous plaid, which draped her in classic folds, and hid nearly all there was of her save her great unwieldy feet.

"One of the aborigines, or a first settler," thought Thorpe. "I don't see how we're to pass each other. She can't get around my pedestals, and I don't see how I'm to get over hers."

Suddenly the woman away back in the depths of the sunbonnet saw him, and cried out—

"Thorpe, oh Thorpe!" and then stood still, as if planted in mother-earth and waved her arms hysterically, with the rainbow gorgeousness of her shawl flapping in the breeze, and making poor Thorpe think of a great kaleidoscope, into whose mysterious depth his "Lolly dear" had some way tumbled, and from which she was begging him to rescue her.

"Laura! good gracious!" exclaimed Thorpe, hardly believing his senses. "That creature my wife! It can't be, and yet that was her voice. Oh!"

This last exclamation was caused by seeing the woman's feet slip suddenly out from under her, as if the foundations of earth had given way; immediately after which phenomenon of nature she sat down on the soft side of the "hummock" more illustrative of the force of gravity than of grace, greatly to the detriment of the plaid wrap.

Thorpe sprawled to her assistance, as hastily as he could, laughing in spite of himself.

"Oh, Thorpe!" she cried, throwing herself into his arms, "I thought I should never see you again. I was sure they'd lynch you. What did those awful men do to you?"

Thorpe explained.

"Now I've told you about my adventure, tell me about yours," he said. "How did you come here?"

Laura had got off at the next station, as he had told her to do. She was too much alarmed at what she had seen as she put her head out of the car-window to wait for the next train and Thorpe, and had hired a man to undertake to drive her back to the station where she had left her husband. A mile back the wagon had broken down, and she had determined to complete the journey on foot. Overtaken by the shower, she had stopped at the "dug-out" of a settler, where she had effected a trade of the rain-soaked hat and linen duster for the sun-bonnet and plaid blanket in whose magnificence she was now arrayed.

"I thought it might rain again, and I'd need the shawl," she said. "Isn't it becoming to me? And this bonnet! I never saw anything like it! I feel as if my head was a cannon-ball away down in the bottom of a mortar, and likely to be fired off at any moment. If you only knew how you looked! I never saw anything so comical in my life. Oh, dear!" and Laura laughed till she cried.

"I don't think you'd have much to say about my looks if you could see yourself as others see you," said Thorpe. "I wish you could have your photograph taken to take back to your folks."

"If we take my back track we can reach the place where the wagon broke down before the man gets it repaired, I'm sure," said Laura. "Then we can ride into town in state. I think we'd better be about it, or he may go off and leave us."

"Hadn't you better rest awhile first," asked Thorpe, solicitous for "Lolly dear's" welfare.

"Oh, I'm not tired *now*," answered Laura. "Not the least in the world, since I've found you."

After which pretty little assertion Thorpe put his head bravely into the cannon's mouth as typified by the sun-bonnet, and a smacking sound proceeded from its depths.

As good luck would have it, they reached the place where Laura had left the wagon just as its owner had succeeded in getting the damage repaired.

"I don't see how I'm ever to get you into it alone," said Thorpe, looking at Laura's feet. "Hadn't you better take off your shoes, dear? We might contrive to hoist them in with you out of them!"

"I'll help h'ist her," said the teamster, and accordingly Laura was "h'isted" into the wagon, and Thorpe climbed up after her. A board across the box was all the seat they had, but Laura's blanket, folded several times, made quite a comfortable cushion. They didn't mind the inconveniences very much, now that they were together.

Just at dusk they "brought up" before the door of the shanty which answered as hotel in the little Nebraska town, and Thorpe and his "Lolly dear" descended from their carriage in great state and took possession of the best room, which was all the room there was.

By the time the evening train came they had scraped most of the clay off their shoes, and had scrubbed and otherwise improved the appearance of their garments, so that they were quite presentable. Laura insisted on taking her sun-bonnet and blanket of many colors with her, as reminders of her adventure, and has them yet.

—*Eben E. Rexford in the Wanderer.*

### LOVE AND PHILOSOPHY.

'Twas at the Concord sage's school,  
We met one summer's day;  
I guessed—and used no logic rule—  
I guessed what she would say.  
"Tis very warm"—this with a sigh—  
"The sun that shines from thence,"  
She said, and pointed to the sky,  
"Is rolling toward the Whence."

I told her that it must be so,  
At least it seemed so there;  
For there was much I did not know  
Of the Whatness of the Where.  
About the only thing I knew,  
When she was standing near,  
Was that the sky was much more blue  
In the Nowness of the Here.

She smiled, and said perhaps 'twas well  
Those pretty themes to touch,  
And asked me if the rule I'd tell  
Of the Smallness of the Much.  
I told her that I did not know  
That rule, but then I knew  
A rule that just as well would go—  
The Oneness of the Two.

She blushed and looked down on the ground  
And said "It can't be so;"  
And then the whole earth turned around,  
For my heart was full of woe.  
"Unto the Ceaseness of my End,"  
I said, "I now shall go."  
She murmured, "Don't you comprehend  
The Yesness of my No?"

—*W. F. Henderson in Puck.*

### PATTERN WANTED.

MILLBRANK, DAK.

Will some lady please give a description of some fancy article suitable for a society church fair?

I have a large black cat, also a canary that is so aged that she has only a few feathers. Tom never looks at the bird when any of the family are around, but a few days ago I set birdie in the window and stepped into another room, when I heard a great crash, and running back there sat puss as demure as could be with the bird perched on his head, both seemingly so astonished they did not know what to do.

MRS. FRED CAMP,  
Div. No. 99.

For the MONTHLY:

*AN HOUR FROM LABOR.*

ST. ALBANS, VT.

Take an hour from labor and give it to something else. But don't carry those precious sixty minutes and slam them down upon a drinking bar, getting nothing in return for God's gift but poison, death and probably murder. Don't take them to the gambling hells and exchange them for chances to win a few dollars from other men, who have left their families, their wives and children to gamble away their small earnings. You but help to build up the fortune of the unprincipled man who owns the "hell" and deals the game of moral and pecuniary destruction. If you have an hour to spare from your day's labor, give it to reading and to the enjoyment of home. Cheer your wife in her duties and trials. Select pleasant stories and read them to your children; try the habit of domesticity. You will find the best lounging place is your own house, and the best club to join is your own family. Stick to that idea, and work up the spare hour by improving it to the intellectual advantage of yourself and household. If you properly bestow your leisure from toil you will in the end find that toil itself will not be so great a burden. By study you will find wherein lies the mystery of your toil, and means will open to you by which the business you are engaged in will assume almost an intellectual amusement. Take an hour a day and at the end of a year there will be three hundred and sixty-five hours.

In that space of time how much good could be done; when alas, more often the case, how much harm. The pleasure you can enjoy in your own home, and how blessed you will be in the gratitude of your wife and the intimate and cultivated love of your children. When you see men at their leisure time lounging around the street, the corners, the bar-room, you may be assured the home is an unhappy one, and instead of bettering it, is only adding fresh fuel to the fire.

M. C. D.

*A SWEETHEART'S SUGGESTION.*

Pat Reilly was taking a ride  
On an elegant summer's morning,  
And Kathleen sat close by his side,  
Bright smiles her face adorning.

And she looked so tidy and neat,  
Her figure so plump and trim,  
No girl half so pretty and sweet  
Had ever appeared to him.

Said Pat: "Your eyes are so blue  
And your lips so temptingly red,

They're the purtiest I ever knew,  
And belong to the colleen I'd wed.

"Ah, darlin', if it wasn't this baste  
'That's pullin' my poor arms apart, [waist  
They would tinkerly shtear round your  
And yerself be pressed to my heart.

"For my love's that powerful indade  
Widout you I cannot survive."

Then Kathleen blushed and said:

"Mr. Reilly, perhaps I could drive!"

—*Texas Siftings.*



## EDITORIAL.

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The MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

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### INSURANCE LAWS.

Circulars have been issued by Divisions of the Order proposing certain changes in the laws governing our insurance, one suggestion being that the assessment plan be discontinued and a certain amount be paid regularly by each member to the Division Secretary, and he to forward for all members in that Division to the Grand Secretary. One objection to this is that it takes our Insurance from the class of associations specified by the laws of various States as not to be considered Insurance companies, and places it on a level with the "old line" or "level premium" companies, and a deposit of from \$100,000.00 to \$200,000.00 is required before we are permitted to do any business at all. If we had already provided a reserve fund the interest only of which was to be used for the payment of claims, this might not be an insuperable objection, but at present we have no such fund, and it can only be provided by the payment of at least \$20 each; perhaps more, by every member of the Insurance department. The immediate result would undoubtedly be a loss of 50 per cent. of the members, and a necessity for the balance to double their payment of \$20; in fact it would be virtually a discontinuance of our Insurance department, and the organization of an Insurance company on an entirely different basis. Whether or not this would be justice to those who have been members of the present association for years, and who would be unable to become members of such a new organization, we leave others to determine.

The plan of payment to local secretaries, is in our opinion objectionable, and can never be made a successful one unless those local secretaries are paid enough to make it an object for them to do the work of agents and attend to it, for while there are some who would do it and do it well without pay, there are more who would not do it at all, or would give it such careless attention that it would be an injury, to both the association and its members. If the system of paid agents is adopted, it immediately does away with one of the arguments in favor of doing away with assessment, the expense for the cost of paid agents would be much more than the cost of issuing assessments. We believe that an insurance company could be organized, providing for stated payments that might in some respects be better than one on the assessment plan; but we do not think it can be done on the plan suggested by the circular, and we do not see how such an association could be successfully operated without being more expensive than the present assessment plan.

Another circular says: "The assessment policy has never been a success in any Insurance association." The writer can name from memory several such associations that he knows to be successful, and there are numerous ones that claim to be successful and are able to do business in States that have rigid laws for their government. The most of the successful ones that we know of, do their business through local agents, but pay the agents enough so it is to their interest to attend to the business. We know of but one that does its business directly with its members without the intervention of agents

though the expenses of its general office is in the ratio of about ten times that of our association for the simple reason that the business is done in your association by one man that in others that are at all like it, requires several.

We know of no other association in existence that is exactly the same as ours so that no definite comparison can be made, and it seems to us that the assertion that our association is not and cannot be successful, is somewhat premature. There has not been a session of the Grand Division since the adoption of the present Insurance laws in Buffalo that amendments have not been offered to change the plan of sending assessments so they would be sent to secretaries; but it has never received support enough to make a respectable showing for the reason that there has always been too many delegates present who were conversant with the history of our Insurance from its organization. Let us glance at it briefly. Organized in 1868 the first benefit was paid Dec. 4, 1871, and the amount was \$48; the next was Feb. 9, 1872, \$48, and we see that in one year and two months the association had just held its own. Jan. 22, 1876, a benefit was paid, amounting to \$122, showing a net gain in about four years of 74 members. Another benefit was paid March 3 of the same year, amounting to \$114, a net loss of 8, while an additional benefit paid Oct. 14 of the same year was for but \$48.00, again showing a net loss in membership of 66. From this time to Jan. 1, 1882, the time the reorganization took effect, 9 benefits were paid, averaging \$85 each, the lowest, being \$63; the highest \$113, and the last one paid on a death occurring Oct. 4, 1881, \$70. The law under which the association has been conducted so far was as follows:

"The G. C. C. and G. S. shall order all the Division Secretaries to draw from the Division Treasurer one dollar for each member of the Division that is insured. After due notice all Subordinate Division Secretaries shall remit their assessments to the Grand Secretary and Treasurer, and he shall remit the amount to the proper persons after the Executive Committee has approved the claim. Immediately after making an assessment the Secretary will collect one dollar from each member of the Association and deposit it in the Division Treasury, subject to the next call from the G. C. C. and G. S."

Under Article XXV. of the law adopted at Buffalo, all certificates of membership expired Jan. 1, 1882, but the holders could procure certificates in the new organization free of any cost except the \$1 for the additional advance assessment provided for. The first benefit paid under the new law was for a death that occurred Aug. 18, 1882, and was \$141, thus showing a net gain over the last loss paid under the old law of 71 members, and further showing the confidence of members in the new organization by the fact that in seven months a larger membership has been obtained than in thirteen years under the old law, while in five years under the new law it has reached a membership of 4,900, as against 70 at the close of thirteen years under the old law. Certainly members will be obliged to go outside our own history for argument in favor of going back to the old plan, and while this article is not intended to bolster up our present Insurance as against anything else, it is hoped that it will have some influence in prevailing upon members to carefully consider before taking so important an action, and to prevent Divisions from instructing their delegates in favor of any plan or change whatever until they hear both sides, and are absolutely certain that a change will be an improvement. We have the largest benefit association of conductors in the world, and have paid more in benefits than any other, and while we carefully consider any plans for its improvement, let us let well enough alone until we are sure we can improve.

To form a reasonable estimate of how many members would pay Insurance dues without notice from any one, just figure out how many now pay their Division dues without notice. I am inclined to think the result will surprise those who expect members to pay dues each month without notice.

We do not wish to be understood as objecting in the slightest degree to the issuance of circulars on this or any other subject of importance to the Order. We heartily approve

the course of Divisions Nos. 183 and 190 in the action taken by them in the matter, and if it was a more general practice we believe it would be better for the Order. But we again say, don't instruct your delegate or you may give him the extreme pleasure of choosing between a vote that he knows to be directly opposed to the best interest of all, or a violation of his instructions.

Let not only every delegate but every member study the matter. Compare our association with others that are similar, and its cost with the cost of old line and accident insurance, but don't decide this or any case on ex parte evidence and send to New Orleans a mere automaton for the purpose of registering decisions already made regardless of facts that may come to light there. It is well and proper for any Division to inform their delegate of their opinions, and to indicate to him a general line of conduct in regard to any supposed state of facts as in this Insurance matter, but it is not well to bind him hand and foot and expect good results.

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### *COST OF INSURANCE.*

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Another member writes us saying that the assessments are so heavy he cannot afford to pay them, particularly as he can get more insurance for less than half the cost in another association. This statement startled us somewhat, and we concluded that if we had been paying double price for our insurance heretofore, we would not do it longer, and immediately wrote the brother asking the name of the company or association from whom so much could be procured for so little. An answer was soon received stating that they—(if the above statement has been based on facts, the MONTHLY would give the association the benefit of some free advertising in the interest of our readers. As it was not, we omit the name, but our advertising columns are open to them at the regular rates), would furnish \$5,000 insurance and \$25 per week indemnity for less than half the cost of \$2,500 without the indemnity in the Order Association, and that particulars could be obtained of the agent at ——. We immediately wrote to the agent for particulars, and find first that a preferred class of risks are insured for \$5,000, with a weekly indemnity in case of accident, of \$25. Ordinary risks are insured for \$4,000 and \$20 per week indemnity; medium risks for \$3,000 and \$15 per week indemnity; men engaged in train service are not included in either of the above classes. Class D, special risks, are insured for \$2,000 and \$10 per week indemnity, and include engineers and firemen, and as conductors are not mentioned at all, we infer that they would be included in Class D. Thus we find that they can get only \$2,000 insurance with a weekly indemnity of \$10, but can't get the \$5,000 on any terms. It is quite likely that a freight conductor would be classed as hazardous and placed in Class E, and in that case he could get but \$1,500 insurance and \$7.50 indemnity.

Now let us see what the insurance is. We find that it is for accident only, and if you die from sickness or are disabled by sickness either temporarily or permanently, you get nothing. If you are killed by accident you get the full sum for which you are insured, provided exactly as in the Order Association, there are enough members who pay the assessment to provide the necessary amount. If you lose both hands, feet or eyes you will receive one-half of the sum for which you are insured, provided as above. If you lose one hand, one foot, or one eye, you receive one fourth the sum for which you are insured. No indemnity is paid for a longer period than 26 weeks, and no benefit is paid for death or disability that does not occur within four months from the date of injury; that is if you are severely injured, confined to your bed for seventeen weeks, and then die from the effects of the injury, you will receive \$170 in place of the \$2,000 for which

you are insured, provided you are in Class D. As to cost, membership costs you \$5. And quoting from the circular:

"For the payment of losses an assessment of (\$2) two dollars on full rate, and (\$1) one dollar on half rate members will be made, as necessity may require, and in all cases the notice shall definitely state the amount and object of the assessment, and all funds assessed for the payment of losses will be strictly devoted to that object only."

And quoting further:

*"It is confidently believed from the experience of the business in this country and England for years that a certificate in any class will not cost exceeding twelve dollars annually, including all assessments for both Loss and Expense Fund."*

The italics in this quotation are ours, and assuming that this "confident belief" will be fully realized, and the cost in Class D does not exceed \$12 per annum, is the insurance given by this association as cheap as that given by the Order would be at four times the cost? For ourselves, we answer most emphatically, that it is not. In a class of risks deemed just as hazardous as that of conducting a train, how can it be expected that the assessments will be any less than in an association composed of conductors alone? If you lose both hands or legs, or your sight, don't you think your family will need the full amount a little more than they would if they did not have you to support and is it not worth your while to pay a little more while you can, to provide it for them? Will your dear ones left behind be any the less in need of assistance if you die after a lingering illness of perhaps months' duration, and which may have placed them deeply in debt, than if you are taken suddenly and without any expense for physicians and the extra cost made necessary by sickness? As to the expense of conducting the business, we challenge comparison with any and all.

We do not wish to be understood as condemning this association, for we know nothing of it, nor condemning associations of its class, for we believe in mutual benefit associations, but we cannot permit unwarranted assertions in regard to cost to pass uncontradicted. It is true that a small minority of us who are not engaged in train service, may obtain cheaper insurance than the Order gives us, but for the large majority of us who are engaged on the rail, we cannot. The only possible advantage that outside associations have over us, is in requiring medical examinations, and thus rejecting a few who may possibly become members of our association, but we firmly believe that this slight possible advantage is more than equalized by the extra cost to them of conducting their business.

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### INCORPORATION.

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No doubt many of the members of our Order have seen the statement in the daily papers that the "Grand Division of the Order of Railway Conductors" has been incorporated, and a certificate issued from the office of the Secretary of State, authorizing them to do business. That this has seemed strange to many, after they had been informed that the Order could not be incorporated under the laws of Illinois, and continue as at present organized, is probable, while not a few have written to this office to know which told the truth, the papers, in saying the Order was incorporated, or the grand officers of the Order, in saying that it could not be.

It is thought best to give a brief sketch of the matter, prefacing it, however, by saying that the association known for the last eight years as the Order of Railway Conductors, and formerly as the Conductors' Brotherhood, is not incorporated under the laws of Illinois nor any other State; neither is the representative governing body of that association incorporated; but seven members of the Order have incorporated *themselves* as the Grand Division of the Order of Railway Conductors, though as none of the per-

sions they have named as directors will have anything to do with this "Grand Division," it is not at all likely that the corporation will amount to much, and will undoubtedly be ready for interment by the time the Grand Division of the Order meets at New Orleans.

At the session of the Grand Division at Louisville the delegate from Chicago Division No. 1 introduced a resolution directing certain grand officers of the Order to file articles and procure a certificate of incorporation under the laws of Illinois, and in answer to inquiries, stated positively that the Order could be incorporated under the laws of that State without any difficulty, and that its business could be carried on under that incorporation without any change in the laws of the Order. Acting on this information, authoritatively given, the Grand Division located the general office of the Order at Chicago, and re-directed the incorporation by the adoption of Section 1, Article I of the Constitution, as it now stands. In accordance with that resolution and the law, the office was removed from Cedar Rapids, Iowa, to Chicago, Ill., in December, 1885, and as soon thereafter as the necessary arrangements could be made, articles of incorporation were prepared, signed by all of the grand officers designated in the resolution that could be present, and several members of the Order besides, who were interested. These articles were prepared in accordance with an act entitled "Corporations not for Pecuniary Profit," and which provides that "any three or more citizens of the United States" may form such a corporation. Thus it was found at the outset that one of the persons directed to incorporate the Order could not do so on account of not being a citizen of the United States. This, however, was not a serious obstacle, and the balance of the officers prepared to carry out the directions in the spirit in which they were given.

Section 31, defining the corporate powers of associations organized under the act, provides that they "shall be bodies corporate and politic, by the name stated in the certificate, and by that name they and their successors shall and may have succession, and shall be persons in law. \* \* \* Associations and societies which are intended to benefit the widows, orphans, heirs and devisees of deceased members thereof, and members who have received a permanent disability, and where no annual dues or premiums are required, and where the members shall receive no money as profit or otherwise, except for permanent disability, shall not be deemed insurance companies."

The following is a correct copy of the articles filed, a change being made in the directory by substituting the name of Wm. P. Daniels for that of E. B. Coman. This change was made by the Grand Chief Conductor and members of the Executive Committee, on legal advice, and for what they deemed good and sufficient reasons, and for which they propose to be responsible to the Grand Division:

#### CERTIFICATE OF INCORPORATION OF THE ORDER OF RAILWAY CONDUCTORS OF AMERICA.

We, the undersigned citizens of the United States of America, being desirous of associating ourselves for the purposes hereinafter stated, and not for pecuniary profit, and of being incorporated under and in pursuance of the act of the Legislature of the State of Illinois, entitled, "An Act Concerning Corporations," approved April 18, 1872, and the Acts of the Legislature of said State of Illinois, amendatory thereof and supplementary thereto, do hereby certify as follows:

*First*—That the name and style by which said association shall be known in law is the "Order of Railway Conductors of America."

*Second*—The particular business and objects for which this association is formed are the following: To unite its members, and the members of any subordinate divisions which may be organized by and under the jurisdiction of said association, as hereinafter provided, for their mutual and common improvement, benefit and advantage, socially and otherwise; and on certain terms to provide benefit, aid and assistance to such members as may desire on the terms prescribed therefor to avail themselves thereof, in case of their

permanent disability, and to their widows, children and heirs, in case of their death, as may be provided for in the by-laws, rules and regulations adopted by said association from time to time; and in other respects to secure to members the proper support, cooperation and assistance of each other, and of all the members of said association, for their mutual improvement and advantage; and to provide for organizing, and to organize subordinate divisions, bodies or associations, under the jurisdiction and control of, and in subordination to this association, and in support and furtherance of the object and purpose of this association; and to provide for the regulation, government, control, modification or dissolution of such subordinate divisions, bodies or associations; and to govern, control, modify or dissolve such subordinate divisions, bodies or associations; all as may be provided in and by the by-laws, rules and regulations which may be from time to time adopted by this association; and to make of this association a general representative association, composed and constituted of duly selected representatives of such subordinate divisions, bodies or associations, with other persons, as members thereof, as may be provided by the by-laws, rules and regulations which may be adopted from time to time by this association.

*Third*—The principal office of said association shall be located in the city of Chicago, in the county of Cook, and State of Illinois.

*Fourth*—There shall be a Board of Directors of said association, consisting of seven directors, who shall be elected from the members thereof at such times and places, and for such period as may be provided for by the by-laws, who shall have the control and management of the affairs and funds of the association, as may be provided by the by-laws, rules and regulations of the association. The Grand Chief Conductor of the association shall be *ex officio* the chairman of the board, and the Grand Secretary of the association shall be *ex officio* the secretary of the board.

*Fifth*—The representatives of said association, or a majority of them, may make by-laws, rules and regulations for the government of said association, and to provide for the carrying out of the purposes aforesaid; and the same when so adopted may be altered, amended or changed by the representatives of this association, in the manner provided by the said by-laws, rules and regulations.

*Sixth*—The names of the directors selected for the first year of the existence of said corporation are as follows: Calvin S. Wheaton, William P. Daniels, John N. Robinson, Hiram Hurty, Erwin H. Belknap, Walter S. Sears, and William H. Ingram.

These articles were signed by C. S. Wheaton, E. B. Coman, E. H. Belknap, J. N. Robinson, W. P. Daniels, O. Sackett, M. B. Howard, Allen Potter, W. C. Cross, A. S. Parker, E. A. Sadd, J. E. Curran and Wm. Kilpatrick.

These articles were returned by the Secretary of State who refused to issue the certificate of incorporation, and in a letter dated Aug. 24, 1886, he says: "If you will erase from your object all that part providing for benefits or indemnity I grant a charter under the act of 1872;" the act of 1872 being the act quoted from above and under which it was desired to incorporate. Under the same date the Auditor of State writes as follows: "The Attorney General holds that all associations for the purpose of transacting the business of life or accident indemnity on the assessment plan, must be incorporated under the act of June 18, 1883; that in reference to the incorporation of such associations, the provisions of the later specific act supersede those of the prior general act. In the incorporation of an association under the act of June 18, 1883, only such powers can be taken as are specifically authorized by the act itself, namely, the furnishing of life indemnity or pecuniary benefits to widows, orphans, heirs, relatives and devisees of deceased members, or accident or permanent disability indemnity to members."

Thus it will be seen that the Order could be incorporated under the act of 1872 to do all its business *except* the Insurance, but could not do that, while under the act of 1883 it could be incorporated to do the benefit business, but *nothing else*, and finally that by divid-

ing the Order into *two* associations and incorporating each separately, it could do its business in Illinois; but who was to do the dividing? The Grand Officers had no authority to do so, and a special session of the Grand Division is expressly prohibited from legislation that would be necessary to make the change.

The writer had interviews with the Attorney General, Secretary of State and Auditor of State, but their unanimous decision was that there was no way out of the difficulty except in changing either our laws or the laws of the State of Illinois, and while they were fully convinced that the Order was an honest association and not one of those which the law was intended to exclude, and were anxious to do anything they consistently could for us, they could not violate the law to accommodate us.

Section 126 of the act of 1883, provides that "any five or more citizens of the United States, a majority of whom shall be bonafide citizens and voters of this State, may associate themselves, etc." And of those directed by the Grand Division to incorporate, but one was a citizen of the State at that time, though it would have been an easy matter to add enough resident members to the number of incorporators to fulfill this requirement.

Section 129 of the same act provides that the affairs of the association shall be managed by "not less than five directors, trustees or managers, a majority of whom shall be residents of the State of Illinois," while the law of the Order provides that the Insurance shall be managed by a board or committee of three members, and not one of the members of that committee were citizens of Illinois.

Section 133 provides that "all incorporations, associations, or societies organized under the provisions of this act, or that have heretofore been organized in this State, under any charter, compact or agreement or statute of this State, for the purpose of furnishing life, accident or permanent disability, indemnity or mortuary benefit on the assessment plan in accordance with the provisions of the first section of this act, shall not be deemed Insurance companies, nor be subject to the laws of this State relating thereto; but *shall comply with and conform to all the requirements and provisions of this act.*" Thus it will be seen that the Order of Railway Conductors has been doing business in violation of the laws of Illinois since about the middle of December, 1885. Had there been no movement to incorporate, it is probable that no trouble would ever have risen, but it is hardly a platform that the Order should wish to occupy, that of a continued and intentional violation of law. The penalty for a violation is prescribed in Section 137, "Any person who shall act as agent or be instrumental in securing or inducing any person to become a member of any assessment plan, corporation, association or society *that has not complied with the provision of this act* (italics are ours), shall be guilty of a misdemeanor and shall be subject to a fine of not less than \$10, nor more than \$50 for each offense, and shall be imprisoned in the county jail located in the county where the conviction is secured, until such fine is paid, not exceeding thirty days for each conviction."

The efforts to procure incorporation necessarily brought the Order and the business it was doing to the attention of the State officers, but those gentlemen being fully convinced of the honesty of purpose of the association did not wish to take any action against the Order that could be avoided, and it was tacitly understood that they would continue in ignorance of the Order and its business until the Grand Division could have an opportunity to act upon the matter and either provide for the divorce of the Order proper and its Insurance department and the organization of two separate and distinct associations, or move its general office out of the State of Illinois. It was suggested at a conference between the writer, two other members of the Order, our attorney and the State officers, that we incorporate under the act of 1872, omitting all reference to the Insurance department and its business, and then go ahead and transact our business as we had in the past, but we were informed by the Auditor that if any such steps were taken he would be compelled to proceed against the association, and that the only condition under which we would be permitted to proceed, would be to go quietly ahead without incorpo-

rating until the session of the Grand Division, and the writer assured the Auditor that no steps would be taken without advising him in regard to it. One of the members present at this conference is one of the incorporators of the so-called Grand Division of the Order of Railway Conductors.

Two different amendments to the statutes of the State of Illinois were drawn, but both being objected to by the Auditor it was considered useless to have them introduced for passage and work was progressing on a third one when it was abruptly concluded by the action of the seven who compose the "Grand Division of the Order of Railway Conductors" of the State of Illinois.

On or about Feb. 10, it came to the knowledge of the writer, that steps were being taken by members of the Order to incorporate the Order, and arrangements were made so that we should be immediately informed of the filing of any articles. It was learned that articles were prepared and signed Feb. 12, and that a certificate of incorporation was issued by the Secretary of State on Feb. 14, a copy of the articles and certificate being received at the office of the Order Feb. 15; the object of the corporation as set forth in the second article being "to more effectually combine the interests of the members as railroad conductors, to elevate their standing as such, and their character as men; and to furnish moral and material aid to such members and their families as the by-laws of said corporation may provide, and their necessities require, from a fund to be made up of a per capita or other voluntary contributions to grant charters to and institute subordinate divisions, and to enact by-laws from time to time as shall be deemed necessary for their government." Article 3 provides that the affairs of the corporation shall be managed by a "Board of seven directors who shall be elected *annually*," and Article 4 names as directors for first year of the corporate existence: Calvin S. Wheaton, Edmund B. Coman, John N. Robinson, Hiram Hurty, Erwin H. Belknap, William H. Ingram and Walter S. Sears.

From the progress of the matter so far, it might be inferred that this organization was an effort of some disaffected members who had seceded from the Order and proposed to organize a rival association; but such was not the case, the incorporators being members in good standing, and who claim to have the interest and welfare of the Order at heart and to be working in its behalf, and from personal acquaintance with a majority of those incorporators, the writer does not in the least question their motives, knowing that they would not do anything with intent to injure the Order.

That they have acted hastily, with very poor judgment and to the injury of the Order, is certain. Immediately on receipt of the copy, Mr. Wheaton and the writer visited Springfield to consult with the State officers in regard to the matter, the wording of Article 3 seeming to indicate that the business of the Order might be transacted in its entirety under this incorporation, as one of the objects was stated to be to "furnish material aid to such members and their families as the by-laws of said corporation provide and their necessities require from a fund to be made up of per capita or other voluntary contributions," and certainly the by-laws of the Order governing the Insurance Department provide for just such material aid as described above, and the incorporators claim that the incorporation was for the Order and not for another association. In reply to questions, the Auditor of State said that Insurance on the assessment plan could not be carried on under this certificate; that if it was, he would be compelled to proceed against us, and that he was assured before consenting to the issuance of the certificate that it was not the intention to carry on an assessment Insurance; the Secretary of State also stating that he was given the same assurance.

It is urged by the incorporators that as the certificate is not accepted by the Order, it is not doing an assessment Insurance under the certificate, but the fact remains that a corporation is in existence who are not permitted by the laws of the State to do such business, and while the actual corporation is not doing it and presumably does not intend



to, another unincorporated association under the same title is doing the business prohibited by law, and the Auditor cannot distinguish between them. The incorporation of the so-called "Grand Division of the Order of Railway Conductors," brings the violation to his knowledge in such a manner that he cannot ignore it, and under date of March 1 we are formally notified from his office that we will not be permitted to continue the business without complying with the provisions of the act of 1883, and as it is impossible for the grand officers to comply with the provisions of the act without violating their obligations as members of the Order, it can readily be seen that no little injury has been done the Order by the hasty action of these members. In this connection we wish to speak of the universal kindness with which we have been treated by the State officers with whom we have been brought in contact, and they are entitled to and should receive the hearty thanks of every member of the Order for the consideration they have shown us under the difficult circumstances in which we have been placed.

In the notice from Auditor Swigert that we cannot be permitted to continue our business as at present, we are assured that he does not wish to be severe upon the association nor to act hastily, and that we will receive all the indulgence consistent with the discharge of his official duties.

As to the right of these members to take the step they have in assuming the prerogative of the grand officers, there can be no question: They or any others had a legal right to incorporate themselves under the title of the "Grand Division of the Order of Railway Conductors," and to organize an association and carry on the business set forth in their articles of incorporation as there was no legal body of that name in existence, and however much we might question the moral right to assume the title and objects of the non-corporate body, we cannot question their legal right to do so. They had no right whatever to assume to incorporate for the association already known as the Order of Railway Conductors any more than they have a right to arrest the charter of any division of the Order, or to assume the functions of the Executive Committee and remove the Grand Chief Conductor or any other officer, or to assume the functions of the Insurance Committee and pass upon claims for benefits. Had they consulted with the officers directed by the Grand Division to do this work, and procured a certificate of incorporation holding it in abeyance without recording, simply to present to the Grand Division for its consideration; it would not have been quite so disastrous to the Order, though in the opinion of the writer it would not have been a judicious move, but they make no claim that this was even the intent, and certainly the incorporation was fully completed by filing the certificate for record almost immediately on receipt of it from the Secretary of State.

The reason given by some of the incorporators for their action was that they had been given to understand that the grand officers did not intend to do anything farther, and that they were assured that the business of the Order could be transacted under the incorporation, and that it would not in any way interfere with any portion of it. We believe this to be true, and that they, or at least a portion of them, did act under such assurance, and with a firm belief that it would be for the benefit of the Order, but it is also our belief that the action was hasty and ill-advised and the assumption of the duties of the grand officers entirely wrong. If any grand officer fails to do his duty, the law of the Order provides a way for members to proceed, but it does not make any provision for the fulfillment of that duty by members of the Order promiscuously and without authority. If a superintendent should fail to carry out any order given him by his superior officer or by the board of directors, would one or more of these brothers who might be employed under that superintendent as conductors, feel that it was their duty to assume the authority to fulfill the order neglected or disobeyed by him? We are inclined to think they would hardly make the attempt.

A reason given by others of the incorporators is that as assurance was given by the

representatives of Division No. 1 to the Grand Division that the Order could be incorporated in Illinois, they felt it was their duty to demonstrate that it could be done, entirely overlooking the additional assurance given at the same time and by the same representatives that such incorporation would not in any manner interfere with the laws of the Order, or the transaction of its entire business. A youngster once made the remark that his mother was always right and could not be wrong, that if she said "white was black, it was black even if it was white;" and this seems to be about the position of those who give this reason. Their representatives stated certain things to be facts, and they feel it to be their duty to demonstrate that they are facts regardless of the fact that the statements made have proven to be untrue, and by the use of this language we do not wish to be understood as accusing those representatives of falsehood, but we do think them deserving of censure for stating as facts what they merely supposed but did not know, and they certainly are deserving of censure for now trying to prove to be true what they certainly must now know is not true, viz.: That the Order can be incorporated in Illinois, as it is now organized.

We believe the whole affair to be an error of judgment and with the best intent, but the good intent does not repair the damage done, and we all have heard of the road that is said to be paved with "good intentions." The action of these members is a virtual charge of falsehood against certain of the grand officers, and is so understood by many members of the Order, although the incorporators disclaim any intention of making such a charge. The grand officers have said to members that the Order could not be incorporated in Illinois and continue its business under its present laws. These incorporators by their act say that it can, and to prove their assertion present their certificate and articles of incorporation showing the incorporation to have taken effect Feb. 21, and any one unacquainted with the facts would suppose that it was doing its business legally, and this supposition would certainly be borne out by the language of Article 2, although the fact remains that it is doing business illegally and subject to the penalties of the law at any moment.

It is true that eminent attorneys think that the interpretation of the law by the State officers is wrong, and that there is a chance that the courts would decide that we can incorporate and transact all our business under the act of 1872, and articles similar to those filed by the incorporators of the so-called Grand Division, but is there a single member of the Order who thinks that it would be wise to contest the matter in the courts, or that the grand officers have any right to do so without authority from the Grand Division?

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### *THE INTER-STATE COMMERCE LAW.*

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Members of the Order are just beginning to become interested in the new law for the regulation of commerce as they are beginning to find that it may and undoubtedly will have a personal interest for some of them. It has been a surprise to us that train men and railway employes generally have taken in this instance, and generally take so little interest in legislation relating to railway interests. There is a certain class of men employed in railway service who are antagonistic to their employers at all times and under all circumstances, and it does not matter how well they are treated or paid, they still seem to think and feel that anything detrimental to railway companies must result to their own benefit. This seems to us a peculiar method of reasoning, yet we are forced to the conclusion that it is true, by the actions of the class referred to. There are others who view the matter intelligently, and admit that the interests of their employers are identical with their own, and they see that anything disastrous to the company by which they are employed will eventually result in damage to them, but they seem content to let

matters take their own course paying no attention to anything until it is in some way brought home to them personally.

The Inter-State Commerce Law is one of vast importance to each and every citizen of the United States, and particularly so to those who are in any manner interested in railway service, and one would naturally think that every conductor in the land would long ago have decided for himself in regard to the law in question, and that not only conductors but all employes would have taken some means to have made whatever influence they may possess, felt in some way on one side or the other.

Now that the law has been passed by both Houses and duly approved by the executive, members begin to learn what they should have known some time ago, that it will have a more direct interest to them than they supposed. It has been customary for a large majority of the railways to give free transportation to delegates to the various conventions of employes' associations and the privilege has been usually extended to include the wives of delegates. Many of the railways have freely and willingly provided passes for the officers of such associations as the representatives of their employes. Section 2 of the new law provides "that if any common carrier subject to the provisions of this act shall, directly or indirectly, by any special rate, rebate, drawback, or other device, charge, demand, collect or receive from any person or persons a greater or less compensation for any service rendered, or to be rendered in the transportation of passengers or property subject to the provisions of this act, than it charges, demands, collects or receives from any other person or persons for doing for him or them a like and contemporaneous service in the transportation of a like kind of traffic under substantially similar circumstances and conditions; such common carrier shall be deemed guilty of unjust discrimination, which is hereby prohibited and made unlawful."

Sec. 3. "That it shall be unlawful for any common carrier subject to the provisions of this act to make or give any undue or unreasonable preference or advantage to any particular person, company, firm, corporation, or locality, or any particular description of traffic in any respect whatsoever, or to subject any particular person, company, firm, corporation or locality, or any particular description of traffic to any undue or unreasonable prejudice or disadvantage in any respect whatever."

Section 22 of the law provides that railways may exchange passes or tickets with other railways for their employes so that there is no prohibition of the practice of giving free transportation to the delegates themselves, but the probability is that it will not be extended to the wives of delegates as heretofore.

There is no express prohibition of this, and it seems to us that it would require a great stretch of imagination to suppose that the wives of the delegates to the Grand Division of the Order, and the wives of the delegates to a union convention for instance, accompanying their husbands to the place where the convention is to be held would be "under substantially similar circumstances and conditions," or that it would be "giving" any undue or unreasonable preference or advantage to any particular person or corporation," but it is quite likely that it would to the delegate to the labor convention seem to be an "undue preference." It would also seem to us that by no reasonable construction could it be assumed that giving Mr. Arthur free transportation as the representative of the engineers and refusing to provide the same for Mr. Powderly of the Knights of Labor would be in violation of the provisions of this act yet it is quite likely that Mr. Powderly and his Knights would insist that it was, and as the definition of the law as well as of what shall constitute violations of it, rests primarily with a commission yet to be appointed, and finally with the courts; it will not be at all surprising if railways decide to "take the safe side in case of doubt," as much as they otherwise might wish to favor tried and faithful employes.

# FRATERNAL.

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All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY, 115 Dearborn Street, Chicago, Ill., plainly written on one side of sheet only, and they should reach the office not later than the 18th of the month previous to that in which they are expected to appear. *Name of Author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all Divisions. WM. P. DANIELS, Editor.

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COLLINWOOD, Feb. 10, 1887.

EDITOR MONTHLY:—With assessments Nos. 74 to 76 we received circular from the Brothers of Division No. 40, requesting the members of the Insurance to contribute the amount of one assessment for the family of our late worthy Bro. Robt. Campbell. We will endeavor to do our share in the way of assistance, for we believe in helping those who make the effort to help themselves. Bro. Campbell, it seems, was of this kind, having taken out a policy in the Insurance, thus providing for loved ones when time with him would be no more. By sickness, and circumstances over which Bro. C. had no control, he was compelled to drop the Insurance, and as the circular says, we can easily see why his membership was forfeited, for how many of us, with months of lingering sickness, could survive the storm and pay our assessments promptly? And here I would like to ask the brothers of Division No. 40 where this investigating committee was during the illness of Bro. C., for we cannot easily perceive (when a worthy brother, through sickness, is unable to meet his assessments) why the brothers of his division should so far forget the duty they owe a worthy brother in allowing his assessments to go unpaid. Charity begins at home. I would vote the last dollar in the treasury to pay a worthy brother's assessments, who was ill and unable to meet them.

Hoping the brothers will cheerfully respond to the call, I remain

Yours truly in P. F.,

M. N. HYDE,

S. & T. Div. No. 20.

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BROCKVILLE, ONT., Feb. 14, 1887.

EDITOR MONTHLY:—No doubt some of the brothers would like to hear how the Order is progressing in this part. I must say No. 29 has woke up, and business is booming; in fact we have more initiations on hand than we can do justice to, about four at every meeting since the first of the year. Twelve admitted since then, and as many more applications in. We think we will increase our membership about fifty more than our last report, and what is better, all are going in for Insurance, and a great many for the MONTHLY. I can tell you the red wagon uses lots of oil.

Yours in P. F.,

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SAYRE STATION, Feb. 13, 1887.

EDITOR MONTHLY:—Thinking that the other divisions of the O. R. C. would like to hear from Division No. 10, I take pleasure to pen these few lines to let them know that Division No. 10 still lives and prospers. We number sixty members, and have a

good prospect of more. We have after much time and labor secured at last a cabinet photograph of all our members, and had them framed in an elegant gold frame 52x60 in which we have had photographed, so that each member can have a copy of it, so that in years to come he can look on some face that has gone before, and remember the many good times had together. We have, without doubt, as fine a picture as hangs on the walls of any division, and I assure you Division No. 10 would not take ten times the cost and labor for it.

I notice that many divisions complain of the members not taking enough interest in the Order to attend the meetings. Division No. 10 can complain as well. Why is it that a good many of the members think that if they keep up their dues and assessments that is all that is necessary to do for the good of the Order. If every member thought so (as they have a right to) where would our Order be? Some half dozen brothers meet regularly to transact such business as may come before the division meeting after meeting, and other brothers take no interest in the welfare of the Order. Now is this right? Has any brother any more right to absent himself (when he can attend) than another? Because a brother holds an office does that excuse those who do not from attending the regular meetings? I hope that the next Grand Division will make some laws in regard to this very question, as it is for the good of all divisions.

Division No. 10 would like to extend a vote of thanks to our C. C., Mr. Dearborn and family, for the handsome set of silk flags and standards which they presented to Division No. 10. They are beauties, and we shall preserve them carefully.

We have gone in to secure one hundred subscribers to the MONTHLY, so as to get the set of officers' badges that is offered as a prize, and I expect that by the time this reaches you we will have the required number in. I would say to any division that has not got the badges that this is a good opportunity to save the division twenty-five dollars, and help the MONTHLY along. As a cheap magazine it takes the lead. The business men of Waverly responded cheerfully to the call of Division No. 10 for subscriptions, and I can assure them that they will receive the worth of their investment, and we our badges, thanks to them.

I shall close for this time, and shall try and not be so long winded in my next.

Yours in P. F.,  
NICK.

EDITOR MONTHLY:—It is with some degree of embarrassment that I make this initial effort to give expression to a few thoughts. I know that I am not qualified to enter the arena as a writer, but I hope the readers of the MONTHLY will take the will for the deed of enlightening them. I say this because I wish the readers of the MONTHLY to know that they are perusing the thoughts of a railway conductor, and not the gifted quill slinger of the nineteenth century.

So permit me to say that I am prompted by a common interest that I have in our noble Order, and especially in behalf of Memphis Division No. 175. To say the least of said division, it has been a success from its organization to the present time, and notwithstanding the unusual rush of King Cotton during the season, we have good meetings, with sunshine and harmony prevailing.

Supposing it the right and duty of each member in good standing to give his views and opinions in promoting our mutual welfare, allow me a word of counsel. I understand we have a majority of subscribers to the MONTHLY outside of the Order. Surely, this does not speak well for the unity of the members, and at the same time it does not depreciate the value of the journal. This being the case why not give more space to general literature, for the benefit of those who pay for it, exclusive of any special interest

or calling, and make it the medium of information of the right sort, from any and all quarters, observing, of course, all of the rules and obligations on this point of the Order. Our fraternal correspondence should always be condensed and to the point, discarding all divisions and strife, and seek to unify and agree on all points of interest to ourselves, and as far as possible with the railroads. To this end we must be just and manly, neither courting favor nor dreading criticism. Our business is literally a school of patience—sometimes demanding almost the iron will of the tyrant, underneath which lies the heart of mercy and kindness.

In spite of all rules and orders there are times when the conductor is thrown back upon his individual resources, which may affect the rights of the company. When the rights of the company and his own rights and duties seemingly conflict, then it is that he has to act upon his own judgment, and take the chances for weal or woe for himself, as well as for others, and when he does it successfully he proves himself the highest type of man.

Brothers, hear me on the following subject, which is the foundation of our success and future destiny, and that is, we must change the headquarters of our railroad men from the barroom of convivial greeting to the place of reading and thought. The barroom or saloon, if kept by kings, is but the starting point of ruin to thousands of good men in all conditions of life, and I feel authorized by the laws of society and the word of God, to apprise my railroad brothers of the seductive dangers lurking therein.

A conductor or an engineer whose brain is heated by wine, is an unsafe agent to care for and control the safety of men, women and children. If there is a man in all the official relations of earth that should be entirely sober, with all of his wits at his command, it is the conductor and engineer of a railroad train. Even with a cool head and brain, and sympathetic heart, they are often compelled to meet disaster and death, but what must be the condition of that living or dying man who can trace his troubles to the convivial hour of the barroom? Intoxication, to the man who has nothing to do but sleep it off quietly at home, or in prison, is bad enough, but when he has to confront a wrecked train, with bleeding and dying men, women and children, subjected to drowning waters and raging fires, and remember that all this sprung from a superheated brain in a barroom, then the day of judgment has come to him. So let me warn my railroad brothers on this point, and say the right way and the only way to "keep the safe side and run no risk (here I omit those in all cases of doubt, but there is no doubting in this case) is not to touch intoxicating drinks at all, especially while on duty."

It is the object and aim of the Order of Railway Conductors to build up a better service on all railroads by making the men sober, honest and upright. Now what better thing could we do than have a library established in every place where there is a division of the Order of Railway Conductors, keeping it neatly fitted up with sufficient good books, papers and magazines, where the mind and heart could be cultivated in intelligence and virtue? If we have not money enough amongst ourselves, as a class of officials, let us call upon the great magnates of capital, whose interests we represent. They are indebted to the underlings in their employ (and we use the word underling in no offensive sense) for the security and success of their vast capital involved, and anything that will conduce to their interests in this respect, they would cheerfully aid and promote.

Now, sir, I give you some plain thoughts, and some honest, if not novel, suggestions, but they come from a plain man, whose life from boyhood has been dedicated to railroad interests, and I hope that they will be received in a spirit of candor, no matter how severely criticised.

Yours in P. F.,

PROSPERITY.

SOMERSET, Dec. 21, 1886.

EDITOR MONTHLY:—The kind expressions conveyed to me through your resolutions in September last, have not been replied to earlier for the reason that I desired to await the result of Isham King's trial for the murder of Conductor E. H. Pelton. I now have the pleasure of informing you that King has been convicted and sentenced to the penitentiary for life, and Conductor Pelton's unprovoked murder has been avenged.

I cannot find fitting language to express to you my appreciation of the tribute tendered to me in your resolutions, but I can assure you that your expressions of confidence will renew my energies to a more faithful diligence in the suppression of crime and the punishment of criminals. I shall ever hold each of you in grateful remembrance, with the hope that none of you may ever meet with such violence as to call my services into requisition.

I am your obedient servant,

T. R. GRIFFIN.

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### FRATERNAL LOVE.

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SHARPSVILLE, Jan. 6, 1887.

EDITOR MONTHLY:—No doubt you will be almost swamped by "screeds" in regard to the request sent out with our last notices of assessment. Many of them will probably find their way to that "Gehenna" of rejected manuscript—"the waste basket"—it may be the fate of this one; but notwithstanding the risk of "ye editor's condign displeasure, we write."

I write at the request of several members of Div. No. 64, to voice our disgust at the non-action of a Division of the Order, that would permit a brother's beneficiary certificate to lapse, while he was in the condition described by the committee investigating the case of Bro. ——— of St. Paul Div. No. 40; it seems to us that the blush of shame should mantle their cheeks to have it go forth to the "Brethren" that notwithstanding their professions of fraternal love, they allowed the brother to "lay him down and die," with the little provision he had made for his dear ones lapsed; because of his cares, mental and physical, while on his death bed, and with a sick wife at the same time.

Whose business was it to watch over and care for him during his sickness? On whom should have devolved the duty of seeing that he suffered no wrong during his incapacity to act for himself? Clearly, the Division to which he belonged, through its officers and committees. Of what avail is our motto "P. F." if it means less care than we would accord a brute. We intend to respond to your call promptly and with good will, but if Div. No. 40 had done *their* duty, there would have been no need to call for charity. Brother—beneficiary certificate would have been in full force, and his wife and family would have received as their right the amount set forth therein and not as a charity, however; willingly and freely it may be given.

We have no doubt that the members of No. 40 performed their duty in a slipshod sort of way by dropping in to see the brother during his illness, and sent flowers, attended his funeral—as many as could without missing a trip—and even got up nice resolutions of condolence and regret. All of this they did, no doubt, but the evidence stares us in the face that they left the one thing needful undone, viz: Seeing that the brother was not suspended during his illness.

Mr. Editor, it is a painful subject to write upon, and I would not touch it if I thought for a moment that the brothers of No. 40 were guilty of anything more than thoughtlessness. I don't believe there is a brother in that Division but would have gone down in his individual pocket and paid the amount necessary to have kept the brother's policy

good; but they didn't think, and my object in writing now is to ask each and every brother of the O. R. C. to *think*. Our duties are not all done when we pay perfunctory visits of condolence to a brother "when in distress" or sickness. We have not lived up to our "obligations" when we sympathize at a distance, and we ought to see, each Division for itself, that it is made impossible for our Worthy Grand Secretary to be compelled to put forth appeals to the Order to give in charity that which would have belonged to the brother's family by right, if only some person or persons had done their whole duty; we believe that the response of the brethren will be prompt and generous, but it will be with a sense of humiliation that the unfraternal neglect of Division No. 40 should render it necessary to be done.

C. H. PETERS,  
Correspondent Div. No. 64.

CARBONDALE, PA., March 4, 1887.

EDITOR MONTHLY:—At a regular meeting of Pennsylvania Division No. 156, O. R. C., it was unanimously resolved that a vote of thanks be tendered to our Assistant Superintendent, Mr. C. R. Manville, for his courtesy in granting the members of this Division a special train to Scranton and return, to attend a union meeting of conductors on Feb. 13, 1887.

Yours in P. F.,

J. B. KIMBARK, C. C.  
BOYD CASE, S. and T.

MILWAUKEE, WIS., March 7, 1887.

EDITOR MONTHLY:—On Sunday, March 6, at 11:30 A. M., a special session of the Grand Division convened in B. L. E. Hall for the purpose of organizing a new Division to be known as Stevens Point Division, No. 211, with the following Grand Officers pro tem.:

W. J. Durbin, C. C.  
W. A. Webster, S. and T.  
G. W. Boyce, J. C.  
H. A. Durkee, O. S.

H. J. Greenfield, A. C. C.  
F. G. Minnebeck, S. C.  
M. V. Dustin, I. S.

Visiting brothers present:—

E. Walden, Div. No. 90.  
Hy. Shew, Div. No. 40.  
E. Garvin, Div. No. 61.  
C. Norton, Div. No. 198.

J. Gilboy, Div. No. 40.  
W. Hoyer, Div. No. 94.  
J. Birmingham, Div. No. 46.

After opening in due form we proceeded to institute the Division which is composed of the following charter members:

W. A. Webster,  
J. H. Murphy,  
F. G. Minnebeck,  
H. A. Durkee,  
H. J. Greenfield.

M. V. Dustin,  
C. B. Baker,  
Matt. McKenan,  
G. W. Boyce,

We then proceeded with the election of officers, with the following result:

W. A. Webster, C. C., Stevens Point.  
C. B. Baker, S. and T., Stevens Point.  
G. W. Boyce, J. C.  
M. V. Dustin, O. S.  
J. H. Murphy, Alternate.

H. J. Greenfield, A. C. C.  
J. H. Murphy, S. C.  
F. G. Minnebeck, I. S.  
W. A. Webster, Delegate G. D.



The work was taken up and fully exemplified in regular form. Stevens Point Division will hold their regular meeting on the second and fourth Sunday in each month, at 2 P. M. The hall not decided on.

I desire to extend my thanks to one and all the brothers for their assistance in organizing the new Division, or in other words putting old brothers into new quarters.

F. A. Maxson's name was taken off the charter, as he is a member of No. 46, and had not applied for withdrawal card.

John Burk was held on account of his petition to No. 61 before, and rejected.

Yours truly In P. F.,

W. J. DURBIN.

TOPEKA, March 6, 1887.

EDITOR MONTHLY:—As I am a new correspondent to the MONTHLY, if I get to taking up too much room, you must "side-track me." Topeka Division No. 179 still flourishes; we met to-day and took in a new candidate. Bro. Chas. West who has been East for several weeks took his run to-day. We are all glad to see Bro. Sam Black back on his old run. Sam is a great favorite, not only with the boys, but also the traveling public. We had two visitors to-day, Bro. Brown from No. 103, and Bro. Fleming from No. 31. We are always glad to have the brothers call on us.

All conductors and engineers now have to have their watches examined every 30 days, and if they vary more than 30 seconds per week they have to buy a new one of the Peoria Watch Co., Santa Fe Standard. A great many have had to get new watches. The Waterbury's "have to go." Will close for this time.

E. N. W.

EL PASO, TEX, Feb. 25, 1887.

EDITOR MONTHLY:—Along with assessments Nos. 74, 75 and 76 comes notice from St. Paul, over the signatures of R. L. Willard, John Leonard, and Joe Grindell, requesting remittance in behalf of the widowed sister, Mrs. Campbell. So far this is all very well, and I think the kind-hearted brothers did themselves proud by doing as they did. It is in relation to such cases as this I wish to pen a few thoughts for the consideration of those of us interested personally, and in the future success of our Insurance.

There cannot be to-day any one of the members of our Insurance but what must think and feel herein lies one great mistake in the Insurance laws governing our Order, in not having the power to set aside a certain sum, or establishing a sinking fund with power to be made applicable in cases of delinquent brothers. So was the case with Bro. Campbell. There isn't one of us but what may fall a victim to disease or hard luck as did this worthy brother, and by said sickness be deprived of his ability to earn his daily bread, or the means to keep up assessments or Insurance. Then we all know the salary paid the worthy conductor does not place him in affluence so soon that he is always found with ready cash to meet the call of some worthy brother who has gone to fulfill the summons of the higher Power, and left those near and dear to him to receive at the hands of some kind brothers that which may be justly due the bereaved.

I may be a member for twenty years, and each successive year see the Order flourish, the Insurance increase in its membership, and in all this time never miss the payment of one assessment, then be taken sick or become unable to meet my assessments until three or six months may elapse, and I become one of the delinquents. Such was the case with Bro. Campbell. I would suggest the brothers now members and personally interested in the laws governing this momentous question, to appeal to their repre-

sentatives at the next Grand Division meeting, that some action may be taken whereby some definite results may be obtained which will secure to present members, redress from this great grievance by establishing a sinking fund of any prescribed limit, all assessments to be paid at once upon the proper proof of death notice from sinking fund, and all assessment notices paid into the sinking fund.

I would respectfully suggest that provision be made also for worthy members, who by unavoidable circumstances become delinquent members, with power given the Chief Conductor of each Division to appoint a committee of investigation on delinquent membership whether worthy or unworthy of recognition by the Order, and report the same for action.

I have watched and read the MONTHLY regularly, in hopes of seeing this matter taken up, and some opinions expressed. So far Bro. Daniels has been the first and only one brought to my notice. I only offer my few remarks as suggestions. I hope they will call for others of more and greater import. Trusting I may not be alone in this matter, and being desirous of hearing from others, I remain

Yours in P. F.,

J. W. CORNIC.

TORONTO, March 3, 1887.

EDITOR MONTHLY:—I again take the liberty of writing to the MONTHLY, hoping you will look kindly on all mistakes as I am out of practice in writing to the MONTHLY but hope to write oftener. Division No. 17 is doing well, and has moved into a new hall at the southeast corner of Queen and Spadina avenue, and which we opened with a good meeting the third Sunday of last month. The Order is progressing favorably here. We have had a number of new candidates from among the old hands, as they are beginning to see that the Order is good for those that belong. We have one candidate for next meeting, and two applications in the hands of the committee, and everything works well. You see we are not asleep after all.

We should like to see the G. C. C. if he can make it convenient, as we have had good meetings ever since we started to meet on Sunday. Last month we had an application for Mrs. Robert Campbell, for whatever a member of the Insurance could give. We also had two applications from Divisions for relief. I think it would be a good plan if an account of these were acknowledged through the MONTHLY; and if a detailed account could not be given, the total amount should be given. In one of these cases the Division stamp was not attached, and caused some delay waiting for it to be sent back to be stamped. I think Divisions should be very careful about this so as to prevent fraud and also have prompt action taken.

I am very sorry to see so many deaths reported, and in a large number of cases no provision made for their family which shows great lack of interest taken in them, and causes the burden to fall on those that have already done so. We cannot see any of those suffer when we can prevent it, and I would most earnestly urge every one that has not prepared, to do so at once, and so advance the cause of our noble Order. I do not think any Order gives more protection; let every one give a hand and help the good work along.

Now I have a few words to say on the rules and regulations that you speak about in the MONTHLY. First, as to carrying so many signals to denote the class of train, and changing them from one end of the train to the other. I think it must be very confusing and liable to cause numerous mistakes, and the slightest one of them might cause loss of property and life; and life should be guarded to the uttermost. Now, I claim the less signals carried the better for any road, and no signal should be used to flag trains except red, and that only when a train was a non-telegraph station or wires interrupted so that

dispatching could not be done. On the G. T. R. Southern Division or old G. W. R. no signal is carried except red, and that only in the above cases. The dispatchers use the double order system, and each train knows they are going to meet at a certain point, and each irregular train gets orders avoiding regulars, so that it is very seldom passenger trains are detained, and there are very few regular freights, it being found trains can be moved better as extras. The rules are gotten up to cover the whole G. T. R. system, but are only carried out west of Toronto Northern and Southern Division. The Southern Division do not carry white signals as they have only a very few night telegraph stations, and trains following on signal getting stuck at those stations would block a train following unless regular, because it could not pass without orders to follow on signal of train ahead, which it can do, no signal being carried, and carry red to first telegraph station. The rules if properly carried out, I think, are some of the best I have seen.

I will send you a copy of the rules and a working time-table so that you will get a better idea. And now as to taking down signals at a station, they should not only be booked, but the telegraph operator notified and he to set his signal and give a clearance to all trains not affected by the signal so set, and not turned off till the trains come or the signal is ordered down by the dispatcher. The same thing would affect holding order at the station, and would do away with the danger of the operator forgetting to reset his signal after letting a train go not affected, as a signal should never be unset until the order is carried out, and which has caused many accidents.

Hoping you will excuse the long letter, and if mistakes occur, please excuse.

Yours in P. F.,

W. R. HILL.

ST ALBANS, Feb. 22, 1887.

EDITOR MONTHLY:—Since my last letter to you we have been visited by a most fearful disaster. We here in the East have read of such disasters as the Ashtabula, Angola and others, but little thought we should be called upon to witness one of the same magnitude right at home. But "man proposes and God disposes."

On the morning of Feb. 5, train No. 50 on the Central R. R., consisting of two sleepers, two coaches, one mail, and one baggage car in charge of Conductor Smith Sturtevant and Engineer C. H. Pierce left W. R. Junction bound for St. Albans at 2:15 A. M. The morning was quite cold and clear, thermometer stood 14 degrees below zero. When approaching Woodstock bridge about five miles north of W. R. Junction where the railroad crosses White River, a journal under the rear car broke. As it entered onto the bridge it tipped over and dragged the next sleeper and two coaches to destruction with it. They fell to the ice fifty feet below, smashing them and the stoves to pieces. The wreck at once took fire, and in thirty minutes not a vestige of cars or bridge were left. The locomotive and two forward cars remained on the bridge until run off to escape fire. Engineer Pierce, Baggage-master Cole, Expressman Robbin and Mail Agent Perkins, and all who were left worked like heroes to save the poor human beings pinioned in the burning cars, until driven away by the flames. Brakeman Parker and Conductor Sturtevant were in the forward coach. Parker jumped off about fifteen feet before the train reached the bridge. Not so with poor Sturtevant; he stuck to his post and went over with the bell cord in his hand. The poor fellow was taken out of a window terribly bruised and burned. He lived until Sunday the 6th, when he passed away after suffering untold agony from the moment he was rescued. Everything human skill could invent was done for him, but to no avail; he could not live, and passed away amid his family and friends.

Gen'l. Sup't. J. M. Farr, Act. Gen'l. Man. E. C. Smith, and Roadmaster A. C. Bean, were early to the rescue, and did all in their power to aid and release the poor sufferers.

I believe at this writing only two have died who were taken out alive. The official count makes 89 on the train all told. There were seven train men not hurt and five killed. I believe the total is just 29, and all have been identified and removed by friends. Many were burned so it was almost impossible to identify them, but some little scrap of cloth or paper finally told the story. Supt. Farr showed himself to be just the man to take charge of such a wreck. He worked night and day until every body was recovered, and did all that could be done to help friends identify missing ones who were supposed to be on the ill-fated train. Not only Mr. Farr, but every employe of the Central felt the gloom of the fearful disaster, and men with strong bodies and iron nerves wept like children.

While Bro. Sturtevant was not a member of the O. R. C., he was, nevertheless, a most genial, good-hearted man, and I don't think had an enemy. Everybody liked Smith, and all miss his hearty laugh and pleasant face, and all condole with the wife and children over their great loss. Bro. Sturtevant was not, I am sorry to say, insured. He leaves a wife and seven children to mourn his departure.

As we sit and think of this terrible disaster there is one bright spot in the picture, and it outshines anything I ever saw. That bright spot is the fact that no one can be blamed. The car inspector, the track walker, the train men all did their duty to the letter, which fact has been proven to the satisfaction of all. Therefore as bad as it was, there is still one thing to be thankful for.

The work of rebuilding the bridge began at once under the supervision of Master Bridgeman C. H. Clark, and when we think three-fourths of the timber used was on the stump when the bridge was burned, and that trains passed over the following Sunday, it shows live men at the front at least. The bridge was 650 feet long and 50 feet high. It burned Feb. 5 at 3 A. M., and trains passed over on Feb. 13, sometime in the afternoon. This of course is a temporary structure which will be replaced with an iron one as soon as possible.

We were just getting over the shock of this accident when one of our engineers pulled out without signal from his conductor, leaving him in the telegraph office on the time of No. 58 passenger; they came together, but fortunately no lives were lost. The Baggage-master, Henry Moody (a brother-in-law to Conductor Sturtevant), was jammed up some, but nothing serious. Both locomotives were wrecked, also the baggage car and forward end of one coach. I tell you we begin to think lightning will strike most anywhere just now. Well, we hope now to get along without any more trouble, and I think we shall, for we have had our share this season.

Yours in P. F.,

W. E. D.

### "AN OPEN LETTER."

SHARPSVILLE, March 7, 1887.

*Bro. D. C. Gile, Div. 36, and ex-Committee:*

DEAR SIRS AND BROTHERS:—Yours as chairman, etc., of Feb. 24 was handed to me by one of our brothers, with the request that I write my opinion of the propositions therein set forth. Your preamble sets forth some self-evident facts, and makes a statement *not* borne out by the facts.

Fact first: "Our Order has been in existence for several years" (statement) "and we fail to see any material good accomplished by its existence."

Fact second: "We believe that legislation calculated to improve the condition of railway men *should* be encouraged" (and its converse).

So say we, every one of us. The facts go without saying, but the statement that

the Order has "accomplished no material good," etc., is controverted by a hundred facts. Your Division (No. 36) is one among the oldest of the Order. Now, my dear brother, has it not taken you a long time to find out that there had been no material good accomplished? If, as you state, "the Order has done no good," it certainly must have done harm, as a state of inactivity is simply impossible. The Order must have advanced, or it must have retrograded; there is no middle course; and if the Order has accomplished no material good, why stay in it? If, as your "secret message" indicates, you feel that you have been oppressed by the obligations you have voluntarily taken, or cannot get justice done to you within the Order, why not withdraw from the tyrannical, oppressive and repressive Order, and seek relief in secession? No sirs, you will not do that, but you will try if you cannot stir up strife and ill feeling by that most cowardly of all means, the "secret circular." You (and by *you* I mean men of your class), after you have gone into Grand Division with your fancied wrongs; after you have had a hearing by a body of your peers, and it has been decided by an almost overwhelming majority that the remedy for your "grievances" lies within yourselves, you violate your obligation by "kicking" against the decision of that legally constituted majority. You, by means of your secret circular, strive to stir up bad feeling, to produce discord, to bring to the front that turbulent element that exists in every large society of men, to foment a disturbance within the Order, or to make it a mere machine for the furtherance of the schemes of the radical few, to the injury of the conservative many. Bear in mind that you took the same obligation that was laid upon the rest of us, to obey the will of a legally constituted majority.

If there was any one point settled by the eighteenth Grand Division, it was that the Order was unalterably opposed to strikes of any kind as means of settling grievances, real or fancied, and it was resolved by a vote that was practically unanimous, "that we retain the non-striking clause in our obligation." Our experience, after thirty-five years' membership in "secret societies," is that when any set of men wish to stir up strife among the brethren, they always preface their "secret message" thus: "While we by no means wish to agitate or foment a strike, we firmly believe," etc. (See private message.) Now, if this clause stultifies (whatever that is) us in the eyes of railway officials and orders of respectability everywhere (see the manifesto of the three tailors of Toomey street, beginning "We the people"), how does it come to pass that our Order has grown so immensely in the few years of its existence? By being "stultified," etc.? If so, let the "stultification" go on until every conductor of good repute from Labrador to the Golden Horn is embraced within its stultified arms. Our constitution was overhauled at our last Grand Division by a committee on revision. They spent the whole time of the session in a careful revision of our laws, and our brothers from the West had an opportunity to go before that committee and present their objections to any article or provision of the same. I well remember the little knot of "kickers" who "held the fort" on the east side of the hall at Louisville, and it seems to me that the delegate from Division 36 received a patient hearing, and much applause for his eloquence, but that he failed to impress upon the Grand Division his views, or enabled the brothers to see through his spectacles. We have devoted thus much time and space to the "preamble," as in it we find the gist of the "private message."

Resolution first simply wants that we merge our being as an independent body into that of some three or four other orders, and thus become, as it were, a tail to somebody's kite, and sacrifice the power to "legislate" for ourselves within ourselves. Each one of the orders named in "resolution first" is working nobly, with an eye single to the advancement of its members, morally, socially and financially, and in thus preserving their individuality by working within themselves, are materially elevating the whole fraternity of railway employees to a higher standard of excellence and usefulness to themselves and their employers. Who of us that cannot look back to a time not very far in

the past, when the ambition of the average railroad man was to be a roystering, swaggering "cuss," much after the fashion of the dime novel cowboy. How is it now? Seventenths of the employes on railways are sober, respectable citizens, a credit to themselves and to the companies who employ them. What has brought it about? I claim that the Order of Railway Conductors laid the foundation of this mighty change at Columbus, at the convention of the Conductors' Brotherhood in 1868, where Bros. G. Z. Cruzen, A. G. Black and Al. R. Church enunciated the doctrine of *fraternal love* to a mighty assemblage of *thirteen* conductors, and then and there commenced to build the grand temple of fraternity which has culminated in the present Order of Railway Conductors. Every act done by the O. R. C. to benefit *themselves* is a nail driven home for the betterment of all the orders within the railway circuit, I care not by what name they are known.

We pass the second "Resolved" by simply saying that it is within the jurisdiction of *any* Division of the Order to have a grievance committee, to whom all questions shall be referred. It is evident that the brothers of Division No. 36 have been caught by the "glittering generality" of the *supposed* motto of the K. of L. Brothers, the prettiest faction fight that you ever saw or heard of is now going on in that very order, based on that very claptrap, "An injury to one is the concern of all." Our Order differs from the K. of L. in this very essential particular—it (O. R. C.) is composed of men making a living for *themselves*, and *willing* that *every* other man (whether he belongs to the Order or not) shall have the same privilege. The K. of L., on the other hand, wherever it gets foothold tries to debar *every* man who is not a member of that order from making a living at all. *Vide* the Southwestern strike, the strike of 'longshoremen in the East, and the fight at Mingo, O., between the Amalgamated Iron and Steel Workers and the K. of L. Our Order employs no "walking delegates" to stir up discord between employer and employed. The K. of L. lives and thrives on the miseries and poverty of the victims of its professional agitators. You will hardly meet a "coffee cooler" or professional "bum" but he has the shibboleth of the K. of L. on his tongue's end, ready at all times to form a lodge, organize a district assembly, or engineer a strike. (See proclamation of "Bombastes Furioso," Martin Irons of the Southwestern.)

"Resolved" three and four and five we *all* cordially agree with, and if the brothers of Division No. 36 will keep posted on current events, they will see that the legislatures of many of the States are already passing enactments looking to the protection and betterment of railway and other employes.

"Resolved" sixth and last, "That as a Division we are dissatisfied," etc. Now, brothers of Division No. 36, there are 205 Divisions in the Order, a majority of whom have said through their delegates to the eighteenth Grand Division, that *they are* satisfied. See resolution increasing the salaries of the present grand officers, and your "Resolved sixth" sounds again like the proclamation of the three tailors of London: "We, the people," etc. But in sober earnest, would it not be better, if you *think* that the present Grand Chief is inefficient and a detriment to the Order, that you send a delegate to the Grand Division in May instructed to vote first, last and all of the time against his retention in the office of Grand Chief for another term. That would be the manly way. Walk square up, and strike out from the shoulder. Don't use the "stiletto" of a "private message" to stab him in the back, but state your grievances to the Grand Division, and they will get a respectful hearing, even if they are "snowed under" by the vote of that body; then you can console yourselves with the words of Tom Moore:

I never loved a dear gazelle,  
To cheer me with her soft dark eye,  
But when she came to know me well  
And love me, she was sure to die.

When Tom wrote the above his girl had gone back on him, and he felt just like passing resolutions, etc. Yours in P. F., C. H. PETERS, Div. 46.

DENISON, TEXAS, Feb. 19, 1887.

EDITOR MONTHLY:—Inclosed you will find \$3.00 from our family for sister Campbell, which we give with pleasure, but it looks rather bad for brothers of St. Paul Division No. 40, for allowing a worthy brother to become delinquent when in such deep distress, and under such sad circumstances. Would it not have been better for said committee to have gone and seen Bro. Campbell and family often before death and investigated? If you will permit members to become delinquent, and then ask for assessments at death, will it not encourage and make others careless and still expect their families to be treated likewise? It also is in opposition to the By-Laws and Constitution of the organization. Would it not be well to appoint a standing committee in each Lodge to look after the worthy sick and needy before death? Pardon the liberty I take in writing this letter, but I take a great interest in the O. R. C., as all the men in our family belong to it. Do not think that we begrudge the money to Mrs. Campbell, as we are only too happy to help raise the debt on her home, but it is most important that members do not become delinquent.

I remain yours truly,

MRS. C. B. S.

GRAND RAPIDS, Jan. 19, 1887.

EDITOR MONTHLY:—Oatley Division No. 102 had a very pleasant surprise at our last meeting in the presentation of a fine altar cloth, with the monogram O. R. C. embroidered in one corner, by the wives of the members.

The present was a surprise to nearly all, and they appreciate it very highly as a token of the hearty co-operation of the "Sisters" of the Order in our labors.

Bros. E. Hamilton, F. B. Martin and H. Ferguson were appointed a committee to draft suitable resolutions of thanks, and reported the following:

WHEREAS, It has been our happy lot to be the recipient of a very fine present; therefore be it

*Resolved*, That we tender to the ladies who presented us with a fine altar spread our sincere and heartfelt thanks for the appropriate and handsome present, and hope that they may always take a warm interest in our Order, as they have in some of its members, and be it further

*Resolved*, That a copy of these resolutions be sent to our MONTHLY for publication, and be spread on the minutes of the meeting.

E. HAMILTON,

S. B. MARTIN,

H. FERGURSON,

Committee.

MARCH 6, 1887.

*To the Officers and Members of West Philadelphia Division No. 162, O. of R. C.:*

DEAR FRIENDS:—I herewith extend to you my sincere thanks for your many acts of kindness and brotherly love to myself and family during the troubles I have had by the death of my late husband, and also for the promptness with which you have secured for me his insurance. Although it was hard for me to part with my dear husband, yet I can truly say that I feel I have many warm and true friends in Division No. 162; and as you have shown your love and kindness to me, so may you all be rewarded, not alone by earthly friends, but by One who is mightier by far than all the earth combined; and may you so live that although you are separated here, you will be inseparable in that home above, is the prayer of your friend.

Respectfully,

MRS. G. S. PRICE.

# RAILWAY.

## *A PAIR OF LOCOMOTIVES.*

The R. R. Y. M. C. A. Bulletin Board of the railroad department of the Y. M. C. A. of Minneapolis for January gives a very good illustration of a new locomotive built by the Baldwin Works for a Brazilian railway, and gives the dimensions as follows:

Gauge.....	5 feet 3 inches
Actual weight, in working order, exclusive of tender.....	144,000 pounds
Actual weight on driving wheels.....	128,000 pounds
Estimated weight of tender, including fuel and water.....	80,000 pounds
Estimated weight of locomotive and tender, in working order. . . . .	224,000 pounds
Cylinders.....	22x26 inches
Driving wheels, five pairs coupled,.....	45 inches diameter
Total wheel base.....	24 feet 4 inches
Driving wheel base.....	17 feet
Rigid wheel base.....	12 feet 8 inches
Boiler, of iron $\frac{5}{8}$ inch thick.....	64 inches diameter
Height of center line of boiler above rail.....	7 feet
Fire box.....	10 feet 1 inch long by 39 $\frac{1}{2}$ inches wide, inside
Tubes.....	268 in number, 2 inches diameter, 12 feet 9 $\frac{1}{2}$ inches long
Heating surface of fire box.....	160 square feet
Heating surface of flues.....	1,783 square feet
Total heating surface.....	1,943 square feet
Tank capacity.....	3,500 gallons

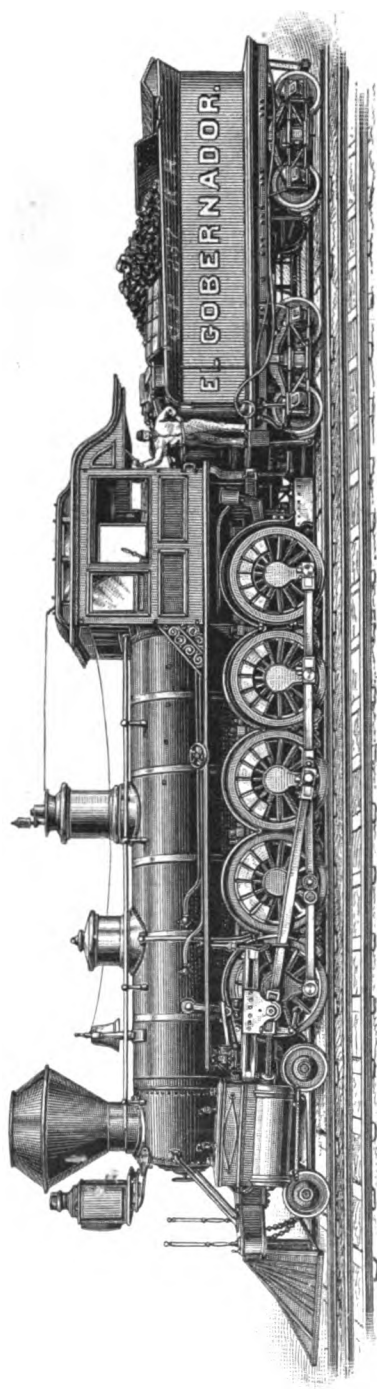
It says further: The above engine until recently bore the distinction of being the largest in the world, but now has to yield the palm to the two recently built by the Baldwin Works for the Northern Pacific Railroad. The N. P. engines have the same sized cylinders and drivers, but vary in these dimensions:

Weight, in working order, exclusive of tender....	145,000 pounds
Weight on drivers.....	130,000 pounds
Total weight of engine and tender.....	220,000 pounds
Boiler.....	68 inches diameter
Tubes, 270.....	2 $\frac{1}{4}$ inches diameter
Total heating surface.....	2,300 square feet

It is in error in calling either the largest in the world. Through the kindness of Bro. S. D. Heady of the Southern Pacific we are enabled to give an excellent illustration of the famous "El Gobernador," which is larger than either, and has been running for nearly three years on the Southern Pacific Railway:

Actual weight, in working order, exclusive of tender.....	154,000 pounds
Actual weight on drivers.....	130,000 pounds





"EL GOBERNADOR."

Weight of tender, light.....	32,000 pounds
Weight of tender, including fuel and water.....	63,000 pounds
Weight of locomotive and tender, in working order.....	217,000 pounds
Cylinders.....	21x36 inches
Driving wheels, 5 pairs, coupled.....	57 inches diameter
Total wheel base.....	52 feet 7 $\frac{3}{4}$ inches
Driving wheel base.....	19 feet 7 inches
Rigid wheel base.....	14 feet 7 inches
Boiler, steel, 7-16 inch thick.....	56 inches in diameter
Height of center line of boiler above rail.....	6 feet 11 inches
Fire box.....	10 feet 6 inches long by 34 inches wide inside
Combustion chamber.....	50 $\frac{3}{8}$ inches long
Tubes, 178... ..	2 $\frac{1}{4}$ inches by 12 feet
Heating surface of fire box. . . . .	197 square feet
Heating surface of flues.....	1,154 square feet
Capacity of tank.....	3,000 gallons
Steam ports.....	1 $\frac{1}{8}$ x16 inches long
Exhaust tips, 2.....	4 $\frac{1}{2}$ inches diameter

The "El Gobernador" was designed by Mr. A. J. Stevens, master mechanic, and built in the Sacramento shops of the company. It pulls eighteen loaded cars over the famous Tehachapi Mountain grade, 116 feet per mile, making schedule time of fifteen miles per hour. This engine is, we believe, the largest in the world, and as will be seen by the dimensions given above, is 10,000 pounds heavier than the Brazilian, and 9,000 pounds heavier than the Northern Pacific. The total weight of engine and tender 3,000 pounds less than the Northern Pacific, and 7,000 pounds less than the Brazilian, but in both cases either the tenders are extremely large or a very liberal allowance is made in estimating their weight. The weight of the tender of the "El Gobernador" is 63,000 pounds, fully loaded, while that of the Brazilian is estimated at 80,000 pounds, or 17,000 pounds more than that of the "El Gobernador."

By way of comparison, and to illustrate something of railway progress, we give an illustration of "Samson," which was built in England in 1838 for a railway in Nova Scotia. We are under obligations to the *Railway Age* of this city for the cut of "Samson."

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### ATLANTIC & PACIFIC.

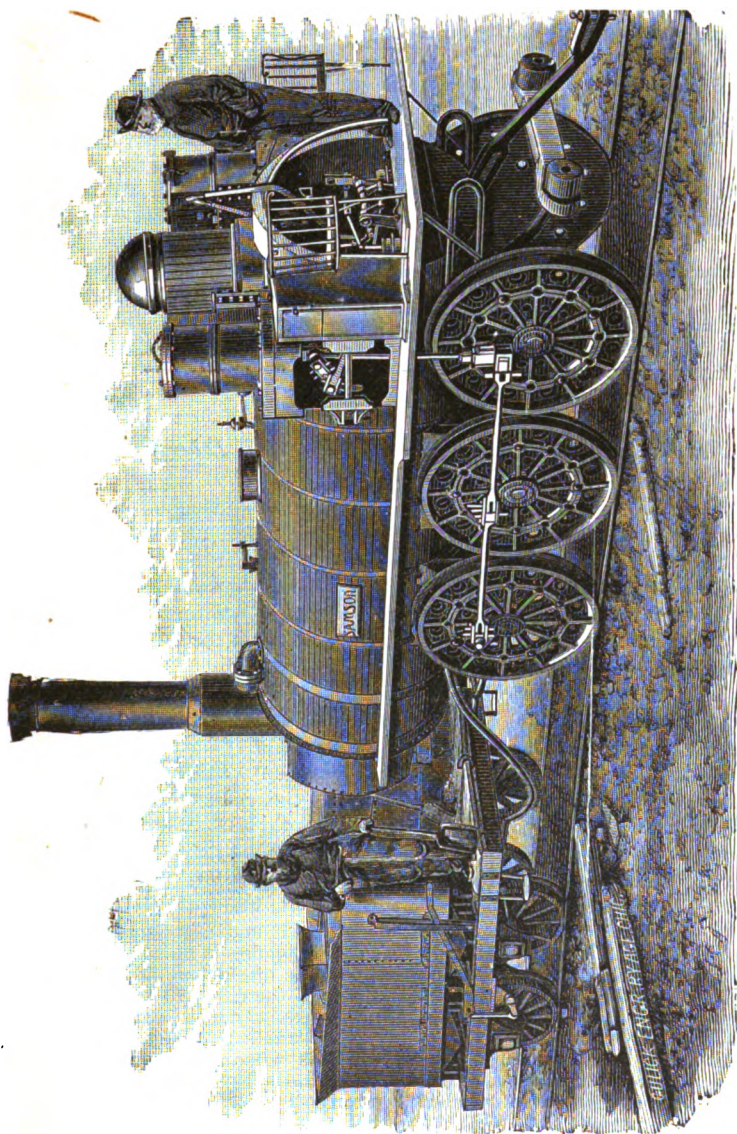
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A circular dated March 10, from the office of the general superintendent, gives the following information in regard to this road:

The following changes in local organization take effect this date:

Arizona division, Albuquerque to Williams, inclusive; Andrew Smith, division superintendent, Albuquerque, N. M.

California Division, from Williams west; C. T. McLellan, division superintendent Needles, California.



"SAMSON."

Resident engineer, S. M. Rowe, Albuquerque, N. M.

Offices of superintendent road department and general foreman water service are abolished.

Train dispatcher's office, Arizona division, at Winslow, A. T.

Train dispatcher's office, California division, at Needles, Cal.

Division superintendents have full authority on their respective divisions over all employes except those of the motive power and machinery department not on duty connected with train service.

Resident engineer has charge of right of way, track, station grounds, bridges, buildings and water service plans and records, and will furnish the necessary information relative to the same, and advice regarding maintenance or construction in departments named.

Division Foreman John Suter, Needles, and Roadmaster E. G. York, Peach Springs, each have their respective divisions extended to the west head block, Williams yard.

Roadmasters and division foremen will report direct to their respective superintendents.

GEO. L. SANDS, Sup't.

Approved:

C. W. SMITH, Gen'l Mgr.

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### *THE BOSTON & PROVIDENCE DISASTER.*

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Another terrible accident has sent a thrill of horror through every heart. On March 14 a train on the B. & P. Ry. went through a bridge, resulting in the death of many and the injury of more, but as our readers are undoubtedly familiar with the particulars, we omit them. The conductor, Myron Tilden, a member of Boston Division No. 157, was among the killed. Bro. Tilden was also a member of the insurance department. The accompanying cut is an excellent portrait of the late brother, from the only photograph known to be in existence.

It has been asserted that the bridge was an unsafe one, while on the other hand it is claimed by the railway officers that the bridge was a perfectly safe one, and that the wreck was caused by an accident to the train that would carry down the strongest bridge in existence. It has been published in the dispatches that the bridge was known among employes as the "tin bridge," which is true, but the deductions from that fact that the bridge was unsafe, are not correct. The name of "tin bridge" was applied to the old wooden bridge, which was tin covered, and by force of habit the name clung to the new iron structure. An investigation is at this writing in progress, and if the bridge was unsafe it will undoubtedly be, and certainly should be, known. We have an extract from the *Engineering News* unsparingly condemning it and pronouncing it obviously unsafe, but we withhold it until the result of the investigation is made known.

The funeral services of Bro. Tilden were held at his late home in Dedham. A large number of the friends, neighbors and relatives of the deceased congregated at the house. In a front room lay the black broadcloth-covered casket in which was the body of the well-remembered conductor. Upon the casket was a profusion of floral tributes. Conspicuous among them was a large and handsome wreath composed of roses, pinks and pansies, a tribute from the conductors of the Boston & Providence railroad. A large pillow of ivy leaves, in the center of which was placed a floral harp of white pink roses, on which were the letters "O. R. C., 157," rested near the casket. Another pillow, in the center of which was woven in blue immortelle the name "Brother," was a gift from Conductor Edward Tilden, a brother of the deceased. Many other floral offerings were sent and placed on the coffin. The services were opened by Rev. P. B. Davis of the Congregational Church of Hyde Park, who married the deceased and his widow ten years ago. He made a most impressive prayer, dwelling briefly on the cause of the

death, giving a few words of comfort, and after instructing his hearers to trust in God and His divine providence, he remarked that it was no proper place to make any allusion to the accident nor the calamity which had overtaken the community. He was followed in prayer by Rev. Joseph B. Seabury of the Congregationalist Church of Dedham, at the conclusion of which the Weber Quartet sang "Nearer, My God to Thee." The remains were placed in a hearse without being viewed, and were followed by a body of sixteen men of the Order of Railway Conductors, representing the following railroads:



MYRON TILDEN.

Boston & Maine, New York & New England, Old Colony, Lowell & Fitchburg, Boston & Albany. A large number of mourners followed to Brookdale Cemetery, the following members of the Order acting as pall-bearers: Messrs. Arthur Norwell, S. B. Flagg, Charles Keene, of the Boston & Providence Railroad, and Charles Hammond and Henry Burnham of the Old Colony Railroad.

A widow and two sons (six and eight years of age) are left to mourn the death of Bro. Tilden.

## YARDMASTERS' DEPARTMENT.

WM. BAIRD, Corresponding Secretary.

All communications for this department should be addressed to WM. BAIRD, 3519 Wallace street, Philadelphia, Penn., and should reach him not later than the 15th of each month.

DERRY, March 6, 1887.

FRIEND BAIRD:

*My Dear Sir:*—I thought to give you an item for our MONTHLY. Being on the sick list, and thinking a change of air and scenery would be beneficial to my health, I concluded to take a trip East and see how our association was getting along. My first stop after leaving home was in Altoona, where I spent two days. There I met Bros. Anderson and McCormick, as well as the rest of the members at that point. Bro. Anderson had just returned to work after burying one of his little children. Bro. McCormick had been on the sick list, being confined to his room for some time. He is now able to resume his duties.

My next stop was Harrisburg, where I spent a day and a half with Bros. Decker and Davidson. I there found the brothers all well and very busy. Bro. Decker very kindly showed me over the large car yard, and explained their mode of shifting the east and west bound cars into trains. There I believe I met with nearly all the members of Division No. 62. They are getting along nicely and gradually increasing the membership.

From thence I departed for Philadelphia. I went by way of Columbia, thinking I might meet with Robert Williams at the latter place, but was disappointed. We still have hopes of getting Mr. Williams and the other yardmasters at Columbia to join with us. When near Philadelphia I was met by that prince of good fellows, J. F. Irwin, assistant trainmaster of the Philadelphia division. After spending a day and a night there and meeting quite a number of the members of Division No. 37, I took a train of the P., W. & B. for Wilmington. There I spent two days with our President, E. M. Carter. I found everything in good shape; met quite a number of our members, and was very kindly treated. In company with Bro. Harry Cantwell, general yardmaster of the P., W. & B., we went over the Brandywine division to visit the historic battle ground of that name. We also visited the B. & O. bridge at that point, which is 120 feet high. Our return to town was by way of the B. & O.

That evening, in company with Mr. and Mrs. Carter, I had the pleasure of attending the tenth anniversary of the marriage of Bro. James Melville and lady. No doubt the brothers who attended the annual meeting at St. Paul will remember Bro. Melville, the delegate from Philadelphia Division No. 37, who was so severely injured in a wreck on the P., W. & B. Ry., and could only navigate by the use of crutches. Bro. Melville has almost entirely recovered, and is now back at his old post at the west yard. We had a grand, good time; it made me forget all about my illness. There I met a large number of friends, many of them being railroad men, whose company I enjoyed very much. The evening was spent very pleasantly, and when it came time for leave-taking, many of us did so very reluctantly. It is rarely that a railroad man has the pleasure of enjoying such a treat. The table fairly groaned under the pressure of the good things spread before us, to which we all did ample justice. Mrs. Melville's friends did not forget her; the presents were grand, and comprised almost everything needful for housekeeping.

After spending the night with Bro. Carter, Bro. Harry Cantwell took me a trip over the Delaware division to Dover, where we spent a little time looking over the city. We



then returned to Wilmington; thence to Philadelphia, where I met some of the members of Division No. 37 whom I had not seen on my way going east; thence home.

At every place I visited I met with kind treatment, and found the members very busy, but still having time to do some good work for the association. Pittsburgh Division No. 23 is getting along nicely, still taking in new members. Division No. 41 is not increasing any, as we have all the yardmasters in our "neck o' woods" in our Division. I do not think we will lose any, unless it may be by death, which we hope will not soon occur.

I also made a trip through the northeast (oil region) over the A. V. R. R., B. & N. Y. & P. R. R., P. & E. and D. & P. R. R., partly on business, and partly to hunt for new members in undeveloped territory. I found any number of yardmasters along the route, but no members east of Allegheny Junction. At Oil City and other points where I stopped yardmasters are desirous of joining our association, if only some one had the time to lend to organize them. I am in hopes this coming summer to be able to spend some time up in that region; also on the P. & E. and N. C. R. R., in the interest of our association.

I am in receipt of many letters from different parts of the country, all speaking very encouragingly of the prospects of our association. I hope we may have a good time over at Duluth at our annual meeting.

J. C. C.

CITY OF MEXICO, Feb. 27, 1887.

WM. BAIRD, Esq., Cor. Sec., Y. M. M. B. A.,

*Dear Sir and Brother:*—It was with regret that readers of the MONTHLY in this part of the Western hemisphere notice the absence in the January number of any matter devoted to the interests of our grand association, and we turned to our department in the following issue fearing our space would still remain unused.

Happily we find the brothers are awakening from their apathy, and we hope and believe succeeding numbers will prove the deep interest we all feel in the growth and success of our organization.

Down here in the Tropic of Cancer, outside of the jurisdiction of the association, we find ourselves the only representative of the Order.

There is plenty of good material among the railroad men in this country who are eligible to form a fine division, if we were only within the bounds prescribed by the constitution.

The Order of Railway Conductors and Brotherhood of Locomotive Engineers have each a fine division in this city. As we cannot have our desire gratified in this matter we turn to our department each month to read what our brothers have to say, and learn how the association is progressing.

We think our members who are qualified should, through the columns of the MONTHLY, discuss questions of mutual interest and benefit. "What are the advantages to be derived from the twenty-four hour system of computing time?" "What benefits have accrued from the use of standard time?" "Reasons why a uniform system of train and yard signals should be inaugurated," "How are we to perpetuate our organization?" and many other subjects would prove very interesting under intelligent discussion.

Nothing happening to prevent we will take a trip over the Mexican Railway between this city and Vera Cruz in a few weeks, when we will send you a description of the country passed through, which is no doubt the most varied, romantic and beautiful traversed by any railroad in the world.

Yours fraternally,

DESTIERRO.

## MENTIONS.

—Conductor M. G. Prunphrey, a member of Buffalo Div. No. 2, employed on the "Frisco Line," fell from a car Mar. 27, breaking his left arm and bruising him severely.

—We wish to call attention to the old reliable house of E. A. Armstrong, whose advertisement will be found in this number. Their customer can be certain of entire satisfaction.

—We regret very much to learn of the severe illness of Bro. R. H. Hudson, of Montgomery, Ala., who has been confined to his room for the past six weeks. He is slowly recovering, and we hope will be "on deck" before this reaches our readers.

—The U. S. R. P. C. A. Association have added to their by-laws a provision for disability benefits. Note their ad. on another page, and write Secretary Bellis for particulars.

—We have been requested to publish for the benefit of all, a circular entitled: "A Private Message," but thinking that the circular was issued under a misunderstanding, and does not mean just what it says, we prefer to wait a while at least.

—A great many of the "boys" have dropped in to beguile the weary moments of ye editor during the past month. The latch string is yet on the outside, and if it is ever worn off we will splice it. Come again.

—F. L. Strong who cut his foot severely some four months ago, is able to get around a little on crutches, and we are sincerely glad to learn of his improvement. He is at present in the hardware business at Fountain City, Ind., and we hope making a fortune.

—C. N. Wilson, late editor and business manager of the *Railway Lantern*, has disposed of his interest in that paper and resigned his position as its editor and manager. His many friends will wish him success in whatever new field he may select.

—Born, March 16, Miss Frances Walte Daniels. The editor was *not* surprised, and the delegate from Division No. 9 to the next session of the Grand Division is hereby informed that there was no occasion to ask to be excused, and none is anticipated. Will he give the assurance that he will not want to be excused at New Orleans?

—Quaker City Division No. 201, at Philadelphia, Pa.; Stonewall Jackson Division No. 210, at Lovely Mount, Va., were organized Feb. 27, and March 6, respectively, by Undeveloped Millard and Barker Division No. 213, at Michigan City, Ind., by Bro. E. H. Belknap, March 13. The MONTHLY welcomes them to our circle. Detailed reports of the organizations are crowded out by matter already in type.

—Our attention is called to a communication in the March number which indirectly blames the secretary of Division No. 3, for failure to notify the MONTHLY of the election of officers of that Division. It is but justice to state that the report of Division No. 3 was received promptly "on time," and the failure to make the necessary correction in the Division directory must be placed at the door of the editor. The secretary of No. 3 has always been prompt in his duties so far as anything connected with the office of the Grand Secretary is concerned.

—Among the promotions we note that of Bro. C. W. Card of Division No. 1, who was appointed trainmaster of the C. & I. Ry., taking effect March 1. Bro. A. S. Hart, also of Division No. 1, was appointed trainmaster of the Havana, Rantoul & Eastern division of the I. C. Ry., taking effect Jan. 1, but no notice of the appointment was received by us until lately. Both the above brothers are widely and favorably known and no



doubt of the successful management of the duties of the offices held by them will be entertained by any one who know them. The congratulations of the MONTHLY are sincere and earnest.

—The following report was inadvertently omitted from the March number. Want of room prevents the publication of an excellent report of the organization of Palmetto Division No. 208 at Charleston, S. C., from the pen of Bro. DeTreville, the efficient secretary of Atlanta Division, who acted as secretary at the organization. Grand Chief Conductor Wheaton organized the Division and speaks highly of its membership and prospects. Butler Division No. 207 was also organized by him on Feb. 20. No detailed report has yet reached us. The following Divisions will be organized within the next few days: No. 204 at Berk street station, Philadelphia; No. 209 at Pocatello, Idaho; No. 210 at Central, Va.; No. 211 at Stevens Point, Wis.; No. 212 at Slater, Mo.; No. 213 at Michigan City, Ind., and No. 214 at Moncton, N. B.

—A member of a division in Pennsylvania writes us as follows: "I could not get an officer of — Division No. — to subscribe for the MONTHLY, and I am sure none of them are subscribers. I wish you would lecture them a little in its columns." As they do not subscribe for the MONTHLY, they surely would not impose on those who do subscribe by reading books paid for by others, so a "lecture" would not be of any benefit to them probably. There are other officers than those in Pennsylvania who are also deserving of a lecture, should any be given, and perhaps after all the fault is with the MONTHLY itself, or rather with the editor, and a lecture might prove a disastrous "boomerang:" consequently its delivery will be postponed for the present. There is nothing in the "law" or elsewhere prohibiting any one from calling the attention of any such officers to the fact that their failure to support a publication in which they are stockholders is noted and commented upon.

—Tracers have been received at this office for the following: W. H. House, when last heard from, employed on the I. & G. N. Send address to W. A. Stimson, care of this office. J. H. Gilbert, of No. 138, should advise the secretary of his address immediately, and save trouble. D. J. Lavalley, lately at Longview, Tex., has lost himself, and secretary of Division No. 40 wishes tracer returned to him. The family and friends of John Gilbert, formerly employed as conductor on the G., C. & S. F. Ry., are anxious to hear from him and fear some accident has befallen him. Any one knowing anything of him will relieve much anxiety by communicating with F. R. March, 366 Main street, Buffalo, N. Y. J. A. Clark and P. Morley of Division No. 9 will fill "a long felt want," and Secretary Wood will be obliged to them if they will kindly respond when their names are called, with a card if not in person.

—This office is in receipt of an average of twenty complaints and questions per day in regard to the conduct of matters pertaining to the Insurance Department, the Order and the MONTHLY. Every one is answered in some way as soon possible after its receipt, and in a great majority of cases, the questions are easily answered; and if the questioners would read there would be no occasion for asking the questions. The complaints can almost always be shown to be unfounded if the necessary information can be obtained to investigate. But of all complaints received, it is necessary to write and request further information, in nine cases out of ten, and in eight cases out of these nine, no reply is ever received to the request for further information. Will some kind reader tell us why? Are the brothers to whom we have written, asking permission to publish their letters, willing that we shall take their silence for consent? Is the brother who wrote from Binghamton, some weeks ago, making certain statements, and who has so far failed to reply to our letter, willing that his letter shall be published over his name in connection with the reply to it? Is the secretary of Division No. — (three secretaries can fill the blank) willing that

his letter shall be published over his signature, with the reply to it? If these few simple conundrums are satisfactorily solved, we may propound a few more.

—A circular was issued under date of Feb. 6, inviting Divisions to send their delegate to a meeting to be held at Rock Island, Ill., March 24. This invitation was issued by Division No. 106, and we presume sent to all Divisions. It was sent to the Grand Chief Conductor and Grand Secretary, accompanied by special written invitations urging both to be present. The object being stated, to "get the expression of the different Divisions as to what changes should be made in the laws; also to become thoroughly acquainted with the mode of procedure of our Grand Divisions and to talk over other important matters." When this meeting was called to order, a grand officer stated its object to be "to talk over amendments to the law and ritual, and to see who were to be our next grand officers," though nothing was said as to any "next grand officer," except the Grand Chief Conductor. A delegate, who was presumably present in response to an invitation from Division No. 106, stated, during his remarks that "he was surprised to see Bro. Wheaton there; he had no business there, and they did not want him there," and later, indirectly requested him to leave. After a session lasting all day and during the evening, it was resolved as the sentiment of those present, that "there should be no change in the principal officers of the Order." And taken in connection with the fact that it has been an open secret that this meeting was to name some one to succeed C. S. Wheaton, it is probable that it was not entirely satisfactory to a very few of those who have been instrumental in creating a feeling of dissatisfaction.

—Sam Randall, who has been long and favorably known in Louisville, lately left there to accept a better situation at Youngstown, and his friends and fellow-employees decided not to allow him to leave without a little testimonial of their friendship and regard. A Louisville paper describes the incident as follows: "Samuel F. Randall, stationmaster of the J., M. & I. railway, who retires from office to-day, was presented last night with a magnificent timepiece, as a slight testimonial of the esteem in which he is held by his friends and fellow-employees. The presentation was a perfect surprise to Mr. Randall, and not until he saw the crowd assembled in the waiting room of the depot at Fourteenth street did he realize what was on foot. He was dragged to the center of the crowd and mounted on a long table, when J. T. Waterhouse, one of the oldest conductors on the road, stepped beside him and in a neat, well-timed speech presented the gift to Mr. Randall. Overpowered by the testimonial of regard, tears sprang into the stationmaster's eyes, and it was some minutes before he could control his voice sufficiently to respond. When he did he thanked the men most kindly. He spoke of his long service with them, and the joy it gave him to see that in all the years he had not made one enemy among them, and parted friends with all. After remarks by other persons, the crowd adjourned to Hinkle's restaurant, where a supper had been spread, and every one ate and drank to Mr. Randall's future success. The watch was made to order by B. F. Rodgers & Co., and is an engraved solid gold case and American full-jeweled movement. On the dust-cap is engraved the following: 'To S. F. Randall, from his many friends. January 31, '87.' The case is set with diamonds, and a charm has a large diamond in the center. The chain and charm were from the Order of Railway Conductors. The whole cost \$385."

## In Memoriam.

**Brass.**—As late as the 7th of this month I received the sad intelligence of the death of our worthy Bro. R. A. Brass, which occurred on Jan. 11, at his home in Elgin, Ill.

Mrs. C. C. Pratt, his daughter, writes me as above, but does not say what was the cause; also making an apology for not having notified his brother conductors at Denison. Bro. E. A. Brass was an old passenger conductor well-known in Chicago, and of late years a conductor on the Missouri Pacific System south of Denison, leaving the service about two years ago to retire from railroading, and enjoy the pleasures of his family circle at his home at Elgin, Ill. Our worthy brother was an honored Mason of high rank, an earnest worker in the Order of Railway Conductors, and a true Christian gentleman. We extend to his family our sympathy and condolence. Suitable resolutions were adopted, and a copy of same forwarded to his family, at a meeting held Sunday, March 3, 1887.

C. H. LOOMIS, S. and T.

**Dyas.**—In this city March 9, 1887, Rosale J. Dyas, aged 33 years. Funeral this (Thursday) afternoon at 3 o'clock, from 426 Spring street.

St. Louis and Chicago papers please copy.

**Henry.**—Died at Banning, Cal., Bro. J. M. Henry, a member in good standing of St. Louis Division No. 3.

**McCarthy.**—In memory of Miss Ella McCarthy who died Jan. 17, 1887, at Crestline, Ohio.

There is no flock however watched and tended,  
But one dead lamb is there,  
There is no fireside howsoever defended,  
But has one vacant chair.

Death has again knocked at the door of a happy home and called to heaven one of earth's most treasured gems. Young, beautiful, intelligent and happy, surrounded by friends who loved her dearly, and who will always remember her with reverence. Gone but not forgotten. Death is cruel, but the most beautiful rose falls as the frost visits our home; so does the fairest of earth's treasures fade as the reaper of death calls at many a happy home. The writer had the pleasure of meeting her on her visit to Texas, and a more generous heart, a more perfect lady I have never known. She was a friend to every one, a cheerful companion, a lover of art, a true Christian lady. To see her was to respect her; to know her was to love her. She spent last winter here, a bright, happy and healthy young lady. It does not seem possible that so fair a flower could be so soon removed from earth to sit on the throne with God, and be one of his most beautiful angels. Only a grave and yet how that mound will cause the hearts of her grief-stricken parents to swell afresh with great sorrow that overshadows their life. How lonely is their home without their treasure. None but He who reads our innermost thoughts can realize, how they will miss their daughter under the violets in the cemetery, that beautiful resting place of the dead.

Yes, it is all over; she fell asleep as the flower folds its petals at the appearance of evening to awaken no more till the resurrection morn. She has vanished from our sight to where the beautiful fade not, to that blissful home above where the loved ones cannot die. I seem to see the gates of heaven opening to let the traveler in.

Dear bereaved parents! Would that I could speak, Peace, be still to the storms of anguish that rage in your bosom to-day. Let your love be a whisper of hope to your hearts now crushed beneath this heavy sorrow, and leave your darling daughter to the watchful care of God.

MRS. E. S. HEFFERMAN.

At a regular meeting of San Antonio Division No. 76, on Feb. 19, the following resolutions of respect were offered in memory of Miss Ella McCarthy, the beloved sister of Bros. J. F. and Jimmie McCarthy, members of this Division:

**WHEREAS**, It has pleased Almighty God in his wisdom to take from this world Miss Ella McCarthy, to adorn his blissful presence on high. Therefore be it

**Resolved**, That while we most deeply deplore the loss sustained by our brothers, yet we bow with resignation to God's will.

**Resolved**, That the heartfelt sympathies of this Division be extended to the family, and

**Resolved**, That these resolutions be spread upon the record of this Division, and a copy be transmitted to the parents of the deceased, and a copy be sent to the RAILWAY CONDUCTOR'S MONTHLY for publication.

K. S. HEFFERMAN, JOHN BOLLONS, M. D. JONES,

San Antonio Tex., Feb. 20, 1887.

Committee.

**Northcutt.**—Death has again made another home desolate by removing on Feb. 21, 1887, an only son from the family of Bro. N. W. Northcutt.

Bro. Northcutt, we know you have met with a loss which no earthly friend can fill. One loving face will always be missed at the door to greet you when you return from your run. But cheer up; he has gone but a few days in advance. Live so that when the final summons comes you can say, "'Tis well," and go to meet your Eddie who is now waiting at the terminus of all stations for the family train which in time will follow.

As a Division we extend to yourself and family heartfelt sympathies in this sad hour of your bereavement.

C. PENALLY,  
W. C. ROBERTSON,  
Committee Div. No. 39.

*Hannibal, Mo., March 6, 1887.*

**Tilden.**—WHEREAS, It has pleased God to remove from among us our loved brother, Myron Tilden. It is

*Resolved*, That while submitting with human patience to the will which has deprived us of his presence in a way we cannot question, we deeply feel the absence of one who so lately came among us, but whose brief term has endeared him in our hearts.

*Resolved*, That in his sudden departure we recognize the slight thread that binds us to earthly things, and that the dangers of our calling should make us more firmly united by those ties of friendship which bind us together.

*Resolved*, That our hopes extend beyond this life for his happiness in a firm belief that there exists a better state in the long eternity toward which we are progressing.

*Resolved*, That to his family our sincere sympathy extends, more especially in consideration of the sudden manner of his removal.

*Resolved*, That to his immediate associates with whom his daily duties brought him in closer connection, we turn in sympathy in the loss they have sustained.

*Resolved*, That a copy of the above be sent to his family, and that the same be spread upon the records of this Division. C. F. HAMMOND, W. H. HOYNE, J. H. MACDONALD,

*Boston, March 18, 1887.*

Committee.

**Wells.**—At a regular meeting of Division No. 44 March 6, 1887, a communication was received from Bro. Hatfield of Emporia Division No. 11, conveying to us the sad intelligence of the death of Mrs. Wells, wife of our esteemed brother, Porter Wells of Sedalia, Mo. The following resolutions were adopted:

WHEREAS, It has pleased the All-Wise Ruler of the Universe to remove from our midst, the wife of Bro. Porter Wells. Therefore be it

*Resolved*, That we most deeply deplore the loss sustained by our brother and his children yet we bow with resignation to the Divine will.

*Resolved*, That we offer to our brother and the children of the deceased, our sincere and heartfelt sympathies in this their sad bereavement.

*Resolved*, That these resolutions be spread upon the minutes of the Division, and a copy be forwarded to the family of the deceased. Also a copy be inserted in the RAILWAY CONDUCTORS' MONTHLY.

S. E. HOSEINS, T. R. BURCH, B. F. BALDWIN,

Committee.

**Wilson.**—Since our last call Bro. W. P. Wilson has lost his little 4-year-old son, Frank, youngest child of Mr. and Mrs. W. P. Wilson, who called to that better land after a short illness. They have the sincere sympathy of the entire community, and at a regular meeting of Peoria Division No. 79, Feb. 27, 1887, the following resolutions were adopted.

WHEREAS, It has pleased the Grand Chief Conductor of the Universe to remove from the happy home circle of Bro. W. P. Wilson and wife by death, Frank, their only son, to his home on high, causing pain and sorrow to the happy home circle. And

WHEREAS, As we bow submissively to the will of a just God we feel that in this affliction our worthy brother has sustained a severe loss. Therefore, be it

*Resolved*, That the heartfelt sympathy of this Division be extended to Bro. W. P. Wilson and wife in their sorrow. And therefore be it

*Resolved*, That as a token of respect for our afflicted brother and wife these resolutions be entered upon the record, and a copy of the same be presented to the bereaved family, and published in the RAILWAY CONDUCTORS' MONTHLY.

W. M. LYONS,  
J. R. CARVER,

Committee.

*Peoria, Ill., Feb. 27, 1887.*

# THE RAILWAY CONDUCTORS'

## MONTHLY.

Volume IV.

CHICAGO, ILL., MAY 1, 1887.

No. 5.

### *THE BIVOUAC OF THE DEAD.*

A correspondent takes us to task for mutilating this beautiful poem, and sends us a copy of the "Southern Bivouac" containing it complete, with comments by Susan B. Dixon, and we gladly comply with the request to reprint the whole with the comments. The mutilation was entirely unintentional on our part. We found the poem as printed in the February MONTHLY, and thinking it a gem, printed it. The completion adds to its beauty.—[ED.]

The muffled drum's sad roll has beat  
The soldier's last tattoo;  
No more on life's parade shall meet  
That brave and fallen few.  
On Fame's eternal camping-ground  
Their silent tents are spread  
And Glory guards with solemn round  
The bivouac of the dead.

No rumor of the foe's advance  
Now swells upon the wind;  
No troubled thought at midnight haunts  
Of loved ones left behind;  
No vision of the morrow's strife  
The warrior's dream alarms;  
No braying horn nor screaming fife  
At dawn shall call to arms.

Their shivered swords are red with rust,  
Their plumed heads are bowed;  
Their haughty banner trailed in dust  
Is now their martial shroud.  
And plenteous funeral tears have washed  
The red stains from each brow,  
And the proud forms by battle gashed  
Are free from anguish now.

The neighing troop, the flashing blade,  
The trumpet's stirring blast,  
The charge, the dreadful cannonade,  
The din and shout are past;

Nor war's wild note, nor glory's peal  
Shall thrill with fierce delight  
Those breasts that nevermore may feel  
The rapture of the fight.

Like the fierce northern hurricane  
That sweeps his great plateau,  
Flushed with the triumphs yet to gain,  
Came down the serried foe;  
Who heard the thunder of the fray  
Break o'er the field beneath,  
Knew well the watchword of that day  
Was "Victory or death!"

\* \* \* \* \*

Full many a norther's breath has swept  
O'er Angostura's plain,  
And long the pitying sky has wept  
Above its molder'd slain  
The raven's scream or eagle's flight,  
Or shepherd's pensive lay,  
Alone now wake each solemn height  
That frown'd o'er that dread fray.

Sons of the dark and bloody ground!  
Ye must not slumber there,  
Where stranger steps and tongues resound  
Along the heedless air.  
Your own proud land's heroic soil  
Shall be your fitter grave;  
She claims from war its richest spoil—  
The ashes of her brave.

Thus 'neath their parent turf they rest,  
 Far from the gory field,  
 Borne to a Spartan mother's breast  
 On many a bloody shield;  
 The sunshine of their native sky  
 Smiles sadly on them here,  
 And kindred eyes and hearts watch by  
 'The heroes' sepulcher.

Rest on, embalmed and sainted dead!  
 Dear as the blood you gave,  
 No impious footsteps here shall tread  
 The herbage of your grave;

Nor shall your glory be forgot  
 While Fame her record keeps,  
 Or Honor points the hallowed spot  
 Where Valor proudly sleeps.

Yon marble minstrel's voiceless stone  
 In deathless song shall tell,  
 When many a vanished year hath flown,  
 The story how ye fell;  
 Nor wreck, nor change, nor winter's blight,  
 Nor time's remorseless doom,  
 Can dim one ray of holy light  
 That gilds your glorious tomb.

The verses as above given, by Theodore O'Hara, were read by Major Henry T. Stanton at the re-interment, in the Frankfort Cemetery, of Major O'Hara, General Cary H. Fry and Adjutant George Cardwell, which took place about the 15th of September, 1874, and they were published in the *Courier-Journal* at the time as a part of the ceremonies. They differ greatly from the "Bivouac of the Dead" in the last issue of your magazine. (*Southern Bivouac*.)

These lines, written in memory especially of young Henry Clay, Col. McKee, and other Kentuckians who fell at the battle of Buena Vista, have always seemed to me to surpass any lyric of any age. Having been familiar with them since their first publication, whose date I do not now remember, I was painfully struck with the alterations in the poem, regarding it as I have ever done, as the gem of all American literature.

There has been a strange tendency to alter poems for the better (as is imagined) on the part of editors and publishers, and perhaps sometimes the poets themselves, when in reality, the change often destroys the spirit of the poetry. Inspiration is something as delicate as the bloom of the grape—touch it, and you mar all its loveliness. Any one who has ever read "Hohenlinden" in the old copies of Campbell's poems, and then in the new, will appreciate this fully, and the same might be said of many of Moore's poems.

To rescue the immortal lyric of our noble O'Hara from such mutilation is a task his countrymen should gladly undertake.

Let us now compare the two versions, and let poetic justice give to the dead poet the benefit of any doubt as to which is the true one, by putting in the scale poetic taste and judgment, and deciding accordingly.

In the first verse, according to Mr. Ranck's edition:

No more on life's parade shall meet  
 The brave and daring few.

How much deeper, more personal, and direct meaning has the line:

*That brave and fallen few.*

In the second verse:

No *answer* of the foe's advance  
Now swells upon the wind.

How much more appropriate:

No *rumor* of the foe's advance  
Now swells upon the wind.

In the third verse:

And *their* proud forms *in* battle gashed  
Are free from anguish now.

See how the changes of the little words "*their*" and "*in*" to "*the*" and "*by*" alter the whole picture—need I say for the better?

In the next verse, "The neighing *troop*," in place of "The neighing *steed*," and the use of the term "*may* feel," instead of "shall feel," give it such strength as to change its entire expression.

We now come to the fifth verse, in which

Like the *dread* northern hurricane  
That sweeps his *broad* plateau

is substituted for

Like the *fierce* northern hurricane  
That sweeps his *great* plateau.

It seems to me that to use the word "*dread*" instead of "*fierce*" destroys the whole idea intended to be conveyed. Nothing in all nature is fiercer than a "*norther*," and no other word so well expresses its character as "*fierce*," while "*dread*" only implies fear on the part of the speaker. Now, inasmuch as the "*serried foe*" is likened to the hurricane, it hardly seems probable that any feeling of *dread* of that foe was intended to be expressed even metaphorically, as it would be out of keeping with the entire spirit of the poem. And a "*great plateau*" has a far wider sense than a merely "*broad plateau*." The one indicates only width, while the other embraces all the illimitable grandeur of those vast plains where earth and sky seem to meet, where you realize infinity and eternity, those "*great plateaus*" like the ocean in immensity, like the sky in infinity, like the desert in solemn grandeur.

In this verse also occurs the entire suppression (on the score of their *weakness*) of the four lines beginning:

"Who heard the thunder of the fray,"

and the substitution of four other lines, making the entire verse read as follows:

Like the *dread* northern hurricane  
That sweeps his *broad* plateau,  
Flushed with the triumph yet to gain  
Came down the *serried* foe;

Our heroes felt the shock, and leapt  
 To meet them on the plain;  
 And long the pitying sky hath wept  
 Above our gallant slain.

There is in this substitute an entire lack of connection as to time, the two last lines being totally separated from all that go before. There is no lapse of time allowed for between the first shock of the battle and the period long after. Now contrast with this the other version, and let poetic judgment, poetic taste, say which should be expunged:

Like the fierce northern hurricane  
 That sweeps his great plateau,  
 Flushed with the triumph yet to gain  
 Came down the serried foe;  
 Who heard the thunder of the fray  
 Break o'er the field beneath,  
 Knew well the watchword of that day  
 Was "Victory or death!"

\* \* \* \* \*

Full many a norther's breath has swept  
 O'er Angostura's plain,  
 And long the pitying sky has wept  
 Above its moldered slain.  
 The raven's scream or eagle's flight,  
 Or shepherd's pensive lay,  
 Alone now wake each solemn height  
 That frowned o'er that dread fray.

Here we have first, the description of the foe as they sweep down the mountain pass in all the fierce grandeur of battle array, marching with proud step to their martial music, sure of conquest, eager for the fight, burning with hatred and revenge; then the stern resolve of the handful of men awaiting them to conquer or to die.

Is there anything weak in this? If there be I cannot discern it.

Next comes the break in point of time, as indicated by the asterisks. Months have passed, and we have before us, represented most delicately and vividly, the utter desolation of the scene—its solitude, its silence—where once the din and shout had pierced the air, where the dreadful thunder of the cannonade had leaped from peak to peak of those solemn heights around in hollow reverberation, their echoes now resound only to "the raven's scream" or "shepherd's pensive lay." Could word painting be more exquisite than is this picture? And shall it be expunged because "descriptive," that this lyric may be made into an "elegy"?

In the next verse comes the apostrophe to the

Sons of the dark and bloody ground.

Contrast it with

Sons of our consecrated ground.



How tame does the latter seem—how out of unison with the grand and tragic harmony of the whole!

There are some other changes—not improvements—but we will pass on, and with the simple suggestion that “voiceless stone” is a perfectly correct expresston, and is, if the writer be not mistaken, the rendering accepted universally, and as engraved on a monument erected to her soldier dead by the State of Massachusetts, we will ask: Do not poetic justice and poetic truth *demand* the preservation, intact, of this most beautiful and world-renowned lyric, which might well have been sung to harp or lyre in honor of the heroes of Ossian or Homer, but was reserved for our own glorious dead, to none of whom was it more applicable than the poet soldier himself? Gallant, gifted and generous—handsome, gay and dashing—never was soldier more beloved by his comrades, and to him was given, by heaven-born inspiration, to sing in immortal song the glory of

*The brave and fallen few.*

—Susan B. Dixon.

For the MONTHLY.

### MY LOVING WIFE AND I.

We sadly note the change of time,  
As the years go fleeting by,  
Whilst the path of life we climb,  
Jennie, my wife and I.

We try to save a few dollars,  
We'll need them by and by,  
To comfort old age that follows,  
My loving wife and I.

For time don't wait while on his way  
To dim the sparkling eye;  
Dark brown hair will soon turn gray  
On Jennie, my wife and I.

Then we'll look backward to the days  
That now go sweetly by;

Old age shall not change the ways  
Of loving Jennie and I.

Grim Death paused once at our fireside,  
The time's not long gone by,  
And snatched from us the little one  
We thought too fair to die.

After the storm together we'll wait  
For the summons from on high,  
That all must answer or soon or late,  
Like my loving old wife and I.

Soon in the churchyard, life's ills all o'er,  
The Master will call us by and by,  
Like our fireside angel gone before  
We all are born to die.

J. W. D.

## LADIES' LITERATURE.

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Opinions and items of interest to women are invited for this column.  
Articles and correspondence must be brief and to the point. Address, "Ladies Literature," **RAILWAY CONDUCTOR'S MONTHLY**, Room 46, 115 Dearborn Street.

### *AN ELDERLY ROMANCE.*

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FOR THE MONTHLY.

A blustering, chilly October day was drawing to its close. Miss Hale and I were enjoying an idle half hour beside my cheery fire, when we were startled by a violent ring at the door bell.

I answered the summons, and was confronted by a tall, well dressed, but rather uncouth looking stranger.

"Be ye Mis Brown?"

I replied in the affirmative.

"How d'e do." And before I was aware of his intentions, he had seized my hand, given it a vigorous shake, and passed into the parlor, where he saluted Miss Hale with a friendly nod and how d'e do.

"Will you be seated?" I asked, rather at a loss what to do.

"Wall, yes, reckon I will, seein' as you're willin', and it's jest as cheap settin' as standin'."

He threw open his handsome fur-trimmed overcoat, thereby displaying suit of clothes, noticeable for a loose, shambling sort of fit, and rendered more so by the bright colors conspicuous in vest and tie, the limp and wrinkled condition of his linen, and a side pocket bulging with a great red silk handkerchief.

He took the chair I offered, tilted it back, crossed his legs, hung his hat on his knee, thrust both hands deep in his pockets, and then proceeded to introduce himself.

"My name's Lynch, Silas Lynch; live out here 'bout ten miles. Ye never seed me afore; reckon ye never heerd o' me?"

"I believe I never had the pleasure," I replied.

"Pleasure! Ha, ha! Wall now, some folks mought agree with ye, and some moughtn't; but folks mostly take Sy Lynch on his soft side. But that ain't comin' to the p'int. I've got a little gal, an' she's took a notion fer a better eddication than she kin git at our district school. Some folks advise to send her down East, but she's all I got, an' somehow I can't bear to send her off where I can't see her wunst in a while. Then she hain't hed no mar fer nigh on to ten year, an' seeing I'm all she's got, she'd be likely to git lonesome too, ye see. So we concluded to try it here a spell.

Now I want to git a place fer her, where she kin hev a room to herself, big enough fer a stove an' a pyanner too, if she wants one. Don't care how much it costs. By jolly! I've got the money to pay for it." And he gave his hat a flit that landed it on the toe of his boot.

"The feller at the tavern," he continued, "told me he thought you hed a room, an' I hope ye hev, for I kind o' like yer looks; an' I tell ye I'm willin' to pay well; I've got plenty of money, by Joe! An' she's all I got an' she shall hev the best there is, don't care what it costs." And the hat was slapped on his head with a decidedly rakish air.

Visions of a coarse, romping country girl, humored out of reason, with a string of beaux, and rude and impertinent through her consciousness of a plethoric purse, rose before me, and I was about to make a flat refusal; but before I could frame a reply he continued:

"She's a might of a thing fer goin' on sixteen; not overly strong, an' dreadful still an' mousey-like in her ways; an' that shy I can't see how she took the notion to go 'way from home. Seems like she was born knowin' she must keep still cause her mar was sick. Then a man all broke up as I've been since my little woman died, ain't the sort o' company to make a little gal chirk an' lively. So ye see, ma'am, I natterally want her to be where they'll be kind to her, an' look arter her a little in a motherly sort o' way. An' I tell ye, ma'am, ye won't lose nothin' bein' good to my little gal. No, by jolly; not so long's I've got plenty of money an' more a comin'."

The hat was flung on the floor, and, leaning forward with his hands on his knees, he looked at me with a sad yearning in his eyes, that was strangely touching. My imaginary objections were swept away, and that look conquered me. So I answered him as favorably, and with as much cordiality as circumstances permitted.

"I'm obleeged to ye, ma'am, but it's jest as she says. If she's suited, so'm I. She's all I got, an' she shell hev what she likes. Her mar didn't live long to enjoy the good luck, so I can't begrudge her anything. Poor little thing! it's hard fer a little gal to heve no mar." And he leaned his elbow on his knee, and abstractedly twisted a strand of his whiskers. After a short pause he continued.

"Ye see, ma'am, Mandy, that's her mar, an' me was poor; she hed nothin' and I hed nothin, and two nothin's never made a somethin.' Did it now? But I thought a lot of her, an' she did of me, an' so we got married. We worked along fer a year or two, but it's up hill work down there in Pennsylvany fer new beginners that hain't got nothin'. Then we heerd so much about Minnesoty we concluded to try our luck there. We scratched enough together to git a yoke of steers an' a wagin. Her mar giv us a few housekeepin' things, an' we came to Minnesoty. I found a place that suited, an' we homesteaded it. But it was tough work; some-

times I thought it was wuss'n Pennsylvany, and it was hard on Mandy; poor little woman, fer we was so fer away from folks, an' she was so skeered o' the Injuns; but she would never let on. Well, we stuck it out the five year, an' got our title, and then the little gal came. We'd about give up all hopes of little folks, so I can't tell ye how pleased we was. I thought we was jest fixed. I'd a liked a little more money jest to make Mandy comfortable, but I was so ignorant an' knew so little 'bout sech things I didn't feel much consarn. Then I was so took up with the baby, that when three months went by an' she was still ailin', I was willin' she should hev a good long rest, thinkin' that was all she needed. But when six months, an' then a year came, an' she was no better, I got worried and anxious like.

"Then the good luck came. They built a railroad right through my farm, an' started a town on the one jinein'. Land went up with a whoop. I was offered eight thousand dollars fer mine. Arter a little considerin' I sold out. I tell ye, ma'am, I felt richer with that eight thousand than I do now with ten times as much. Fust thing I did was to send Mandy home fer the winter. She'd been wantin' to see her mar fer a long time, an' naterally wanted to show the baby. There was great talkin' then about Dakoty, an' I thought I'd look the ground over, an' if I was suited, I'd take a claim, an' with my ready money, build a comfortable house, buy some stock, an' then go fer Mandy in the spring.

"Wall, things turned out to suit. I got the house up, an' all painted and plastered; got a span of horses an' some other stock, and then brought Mandy and the little gal back. Mandy didn't look as well as I expected from her way of writin', but the doctor said if she hed good care, an' didn't do no hard work she'd be all right soon. So that satisfied me. The little gal was jest two years old an' that cute an' purty. She'd talk in her cunning baby way, an' was so lovin' that when we got in our new house, with everything so snug an' comfortable, it seemed as if nothin' more was wantin'. But it seems like we can't live in this world without trouble. Can we, now?"

I made a suitable reply, and he continued:

"Spite o' the doctor's sayin', Mandy didn't git strong. We hed to hev somebody to help all the time. I didn't begrudge the cost; no ma'am, I hain't got that to cry over. I jest paid out the money fer doctors an' medicine, an' everything anybody thought would do her good; but it wan't no use. I got her a big rockin' cheer, an' she kivered it all with some bright red stuff all cushioned soft an' nice, an' there she would set, lookin' as white as a ghost, but always smilin' when I came in. I was gittin' rich; every-rich; evarything I did brought money. I'd felt rich ownin' a homestead; now, I thought nothin' of buying an' sellin' a thousand acres. But I'd a give it all willin' if it would a' saved Mandy.

He rose, walked once or twice across the room. Then with a sigh resumed his seat, and continued.

"She died, an' I was all broke up; if it hadn't been fer the little gal, I'd a sold out an' gone to Californy, or some other out of the way place; but she wasn't six year old yet, an' she hed nobody but me; then she took to settin' in her mar's cheer, an' when I'd come in and see her there all alone, and lookin' so solemn like, it seemed sometimes more'n I could bear." Mr. Lynch coughed, cleared his throat, moved his chair and shifted his position several times.

Miss Hale was actually sobbing, and my eyes were far from dry. Seeing her emotion he laid his hand softly on hers as he said tremulously:

"Don't cry, little woman. It makes me feel good to see you're sorry, but it breaks me all up to see a woman cry. That's right" (as she looked up with a smile). "Don't see what possessed me to talk like this. Don't generally tell my affair to folks, but there's somethin' about you two wimmen set me goin'." Here he wiped the tears from Miss Hale's cheeks with his red silk handkerchief, and she let him do it.

The twilight shadows were deepening when Mr. Lynch took his departure with many expressions of pleasure and thanks, and a promise to bring his daughter the following Saturday.

"If that isn't the most outlandish specimen of humanity I ever saw," exclaimed Miss Hale, as she watched him disappear with long, swinging strides.

Miss Hale was a very dear friend who had come to spend the winter with me. Though elderly and unmarried she was too noble minded, too honest and sensible to blush over her thirty-five years of single blessedness.

Saturday brought Mr. Lynch and his "little gal." She was small and slight, and looked far from strong. Her complexion was clear, her features delicate, and her wealth of hair dark and wavy. There was a wistfulness in the dark gray eyes that was very touching. The affection existing between the two was something marvelous; not that they were ostentatiously demonstrative, they simply could not conceal it, and her quaint little airs of solicitude over him would have been amusing but for their pathos.

She expressed herself as pleased with the accommodations we had to offer, and all parties being satisfied, she became one of the family. Despite her rather pathetic looks she proved a most cheery, winsome little thing, and soon won a warm place in our affections.

Her father called frequently to see her, and though he strove to hide it it was plain that loneliness and heart hunger were wearing on him. The sight of his sad face, and the thought of how lonely his home must be without either of his loved ones, often prompted me to urge him to take tea or spend the evening with us. In this I was seconded by my husband,

whose liking for the man amounted to enthusiasm, and indeed his sterling worth merited the highest esteem. It was finally understood that he was to dine and spend Sunday afternoon and evening with us, no matter how often he called during the week.

As time passed there was a marked change in Mr. Lynch. The ill-fitting, unmatched suit of hand-em-downs was replaced with one evidently the selection and make of a first-class tailor. His linen had the polish of the town laundress, and white handkerchiefs peeped from the breast pocket. Though still quaint and ungrammatical in his speech much of his roughness had disappeared. It dawned on me gradually that he was an uncommonly fine looking man. And Miss Hale had changed too. I had always thought her very open and frank, but I confess she puzzled me now. There was a pink flush on her heretofore rather pale cheeks, a subdued light in her eyes, and just the shadow of a smile on her lips. She acted like a person in a sort of happy dream. She accepted Mr. Lynch's little attentions, not with any air of appropriation, but without apparent objections. She was always ready to accompany him and his daughter anywhere, so sleighrides and shopping expeditions were of almost daily occurrence, and the sight of the handsome sleigh, with its span of spirited greys, ceased to excite the curiosity of our neighbors. I began to feel uneasy. "How will it all end?" I said to my husband one evening when we were alone.

"It's going to be a match," said he.

"A match!" I replied. "Miss Hale, with all her culture and refinement, and that uncouth backwoodsman? Ridiculous!"

"Culture and refinement fiddlesticks! He's a man in a thousand, yes, in ten thousand, and she knows it; and if she allows any such nonsensical prejudice to influence her she's a fool. But she will not, or I'm very much mistaken in her."

I knew he was more than half right, but I wasn't prepared for such a denouement, so I made no answer. But don't talk to me after this about women matchmakers. Mr. Brown developed a talent in that line that amounted to genius. He called it diplomacy; I called it the most barefaced, audacious matchmaking.

Well, the riding and gallivanting continued, and Mr. Lynch spent more and more of his time with us. Mr. Brown would talk agriculture and stockraising by the hour (though he was never on a farm in his life), but pretended to be so interested, he actually subscribed for an agricultural paper, while Mr. Lynch would watch Miss Hale, as she sat apparently absorbed in some pretty piece of needlework or knitting, with a yearning that was positively painful.

One Sunday Rhoda, the "little gal," loitered after service to chat with

some young friends. Just as the rest of us were nearing our gate, Mr. Lynch drove up.

"Where's Rhody?"

I informed him.

"Jump in little woman," he said to Miss Hale, "an' we'll pick her up an' take a ride. The snow's goin' fast, an' this is about our last chance."

Away they went. In a few minutes Rhoda came in—alone.

"Where are the others?" I inquired.

"Who?" said she, in surprise.

"Your father and Miss Hale."

"I haven't seen anything of them."

"Mr. Brown chuckled, and I felt like shaking him. It was five o'clock, and dinner was waiting before those two returned.

Miss Hale went directly to her room—a most unusual occurrence—and Mr. Lynch entered the parlor. What ailed the man? There was a subtle something about him that took my breath away. It gleamed in his eyes, trembled in his voice, and seemed to thrill every nerve in his body. It was fully ten minutes before Miss Hale came down. Taking her by the hand, he turned toward us. Mr. Brown fairly leaped from his seat.

"Don't say a word, Lynch. I know what's coming." And the two men clasped hands with a grip that made my husband wince. "I don't believe I was more delighted when the old lady here said yes. I've been hoping and wishing for this all winter."

"Hev ye now?" And Mr. Lynch's eyes were suspiciously bright. "It was rale good of ye, and I never so much as suspicioned." And he laughed rather tremulously.

Mr. Brown went on: "I'm not going to wish Miss Hale happiness. She's got the best man this side of kingdom come, so anything else is out of the question." And then he kissed her without so much as, "By your leave." She was blushing delightfully, and looking so perfectly happy, I could only follow Mr. Brown's example.

"Turn about's fair play, Brown," said Mr. Lynch, and then I received a smack that could have been heard upstairs.

All this time Rhoda stood looking on in dumb amazement. Now she approached her father and clasped both hands on his arm.

"O pappy! is it true?" Are you really going to marry Miss Hale? O, I'm so glad—so glad."

"Be ye, now? Waal, if my little gal's pleased, I don't want nothin' more. So go kiss your new ma'r."

Rhoda threw her arms impulsively round Miss Hale's neck, and was clasped in a warm, motherly embrace.

"What have you to say now, old lady?" said Mr. B., pinching my nose, and acting in the mott ridiculous manner.

"Nothing," I replied. "I don't intend to encourage your match-making proclivities, and if you don't behave I'll sue for a divorce."

Then they laughed, and we all went out to dinner.

A month later there was a quiet wedding at our house, and a brand new carriage and the handsome grays bore the happy if somewhat elderly bride to her new home.

That was nearly two years ago. Now Mandy's little three-room cottage is part of one of the finest farmhouses in the country, and though furnished as only a woman of elegant tastes and ample means can furnish a house, the red-covered chair occupies a place of honor.

Six months ago a little stranger made his advent. He is now a great, rolipoly, kicking, crowing boy, the pride and delight of his father, while Rhoda almost goes into ecstasies over him. Mrs. Lynch is growing buxom as well as matronly, with no visible signs of following in poor Mandy's footsteps.

If you wish to see genuine, Simon pure, unadulterated happiness, just visit the Lynch domicile.

### THE SHAME AND THE BLAME.

Judge, jury and common law  
Usually are well agreed  
Where the line of guilt to draw  
For the transgressor's misdeeds.  
Convict one accused of crime,  
Whatever be its name,  
Disgrace attaches every time  
Unto the one to blame.

Society with all its needs  
That it be well protected,  
This law, too frequently not heeds,  
Though the culprit be suspected.  
Why it is so—who may solve it—  
If safeguards be their aim?  
The query is, why not revolve it,  
If the blame, why not the shame?

A man may ply his worldly arts  
With a purpose unrevealed,  
Till woman with her good name parts,  
Then who is there to shield  
Her from the world's most bitter scorn?  
*She* must endure the shame,  
While *he* is welcomed by well born  
Ladies who *know* his blame.

"That dreadful creature," lips red lips  
Whose owner takes man's arm,  
While silently before them slips  
One lost, having lost her "charm."  
The "creature" shrieked "Your *escort* robbed  
My honor and poor name,"  
Pointing straight at him, she sobbed  
"But *I* must bear the shame."

"The dreadful creature," screams the maid,  
As she grasps her cavalier,  
"Protect me, truly I'm afraid,  
Do not allow her near."  
"The dreadful creature" a step advances  
With wild eyes all aflame,  
Saying "To *me*, once he gave glances  
They brought *me* only shame.

"Protect you! Girl, yourself protect,  
You alone, can do it,  
The crime he does has law's respect,  
Once committed, though you'll rue it  
And socially well stoned you'll be,  
Unerring will be their aim  
While from penalty he goes free,  
*His* blame will be *your* shame."

If from a hillside flowed a spring  
Refreshing, sweet and pure,  
Which poisoned became a deadly thing,  
Could the poisoner we endure?  
The spring, of course, then we would shun,  
Being unclean without blame,  
But what about the poisoning one?  
Foul waters would murmur "Shame."

Fallen women, tempting men  
Are but effect and cause,  
In passing judgment on them, then  
Why ignore common laws?  
Society has its own redress,  
Treat each one just the same,  
Let homes and parlors and the press,  
Put the shame where rests the blame.  
S. E. F.



## FRATERNAL.

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All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY, 115 Dearborn Street, Chicago, Ill., plainly written on one side of sheet only, and they should reach the office not later than the 18th of the month previous to that in which they are expected to appear. *Name of Author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all Divisions. WM. P. DANIELS, Editor.

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HELENA, MONT.

EDITOR MONTHLY:—In looking over the March issue I noticed a piece written and signed B, from Greer Division, Fargo, Dak. He says on the first of the year the N. P. R. R. Co. made the train men an agreeable surprise in the shape of an increase of pay. Passenger conductors getting \$110.00 per month, freight conductors 3 cents per mile and 30 cents per hour for overtime, and that all were well pleased but the Yellowstone Division men, who sent a delegation to St. Paul to wait on Mr. Odell, the Assistant General Manager, for a still greater increase in wages. They also wanted Greer Division to send a delegate, but Greer Division appreciated the unasked increase and refused to be represented, and directed the Secretary to write Mr. Odell to that effect. In reply to this I will say your correspondent don't know what he is talking about, and for the benefit of your readers I will explain this matter. In November, 1886, Yellowstone Division No. 191, talked the matter of wages over and the Secretary was instructed to write for a schedule of wages on other parallel roads, which was received. Finding that the N. P. did not pay equal to those roads, it was decided to ask for an increase, providing all other Divisions of the road would come in which they promised with the exception of the two Eastern ones. The Superintendents on all Divisions were notified that there would be a delegate from each Division to wait on the General Manager on the 10th of January to ask for an increase in pay, and talk over other matters. Anticipating this visit the company issued a circular stating that passenger conductors would receive \$110 per month, and freight conductors 3 cents per mile, from the first of January. This not arranging extra time. Work trains, mountain mileage or short runs which we have west of Glendive, it was decided to send a delegate from each R. R. Division to straighten the matter. This delegation on their way to St. Paul, asked a member of Greer Division to come with them to represent the O. R. C. from his Division. He said he would talk to Brother Carey, of Greer Division, and try to have him meet us and represent the Order, as they were well satisfied with their pay. The next that was heard from Greer Division Mr. Odell told the delegation he had just received a letter from the O. R. C. at Fargo, concerning the actions of the delegation. Allow me to say to Greer Division that the delegation received everything they went for. O. R. C. men are recognized at present by the officers of the Northern Pacific, and have the preference in employment and promotion. I will ask the Brothers if they think the letter that was written to Mr. Odell from Greer Division or the delegation of O. R. C. men, brought this about. It seems to me Greer Division ought to keep quiet instead of putting in print their actions in this matter. I would like to hear something from Yellowstone Division No. 191 on this matter, but they are somewhat slow, as I understand they have not taken up a matter of broken obligation in their own Division. Take your home matter up Brothers, and see that justice is done.

A FRIEND OF JUSTICE.

## RAILWAY CONDUCTORS' MONTHLY.

ST. PAUL, MINN., April 14, 1887.

EDITOR MONTHLY:—We are in receipt of the April MONTHLY. We also received the March number, but as we did not get roasted very hard thought we would say nothing in reply. The most of the writers were very reasonable in March, but some of the April donators warmed up with the weather, closed their eyes and said just what came into their minds first, without any reason, and seemingly without any sense of propriety. Some are not so. Beginning with the communication from Bro. Hyde of Division No. 20, who takes a very sensible view of the matter, and is perfectly willing as any good brother is to help a worthy brother or a worthy brother's family when necessary, in case they are willing to help themselves, but only asks where were the committee of St. Paul Division to let this be so? and a very reasonable question, and it shall be answered a little further on.

Next comes our gifted and eloquent scribe Bro. C. H. Peters, who signs himself correspondent Division No. 64, and would do justice to the John L. Sullivan combination as their corresponding secretary, and I honestly believe if the manager of that combination knew of his qualities in this direction he would have an offer, but I really think that the MONTHLY is no place to utter one's disgust for the actions of another or others, especially when the one so expressing himself is entirely ignorant of the circumstances connected with the subject, as in the case in question.

Next comes a few well-directed words from El Paso, Texas. Bro. J. W. Comie, who seems to think there is somebody else who has feelings as well as himself, and that it would be impossible for us all to think and act alike, also that there may be circumstances in the case he does not understand—which is quite likely the case.

Our friend from Toronto feels just as we do, to try and make things of the charity nature far between, and wants some way provided to cover this. We will join you, Bro. Hill.

We also see the propriety of Mrs. C. B. S., Denison, Texas, who very modestly asks, does it not look bad for Division No. 40? The idea is a good one, and I will say yes to any one who does not know the circumstances in the case, which shall be explained.

Now, I will try and relieve a few of the minds of those that feel the worst concerning the sad death of our late beloved Bro. Robert Campbell. Bro. Campbell was a member of St. Paul Division, but did not live in St. Paul. His run came in and went out at such times that he could not attend meetings without laying off for that (or some other purpose). So of course he was not a regular attendant. He lived at South Minneapolis and not Minneapolis proper, or St. Paul, if he had, this misfortune would no doubt have been avoided, as Minneapolis Division has always shown the most friendly feeling toward any and all members of St. Paul Division, and had this matter come to their notice they would have either acted or notified us of this, I am sure, and we have plenty of evidence to make us think so. St. Paul Division No. 40, providing they had known anything of his sickness before it was too late, would have been only too glad to do as they have done in many other cases of their members. The very first evidence of anything of the kind looked not only after the brothers, but after their insurance as well, and we are pleased to say only two cases have proved fatal where we had taken this precaution; they were Bro. W. E. Ellis and Bro. J. H. Costello; they were both so situated that they could pay their assessments, but paid them simply to make sure of their receiving the benefit in case they should drop away. Several others have been taken care of, in fact, all that comes to our notice that are ailing, not only our own members but all brothers of the Order, and in case Bro. Campbell or his family had let any of our Division know that he was sick, this matter would have been attended to. But as I said before, he lived in a part of Minneapolis not frequented by brothers of our Division, and in fact, not many of the brothers of the Order; and I will venture to say there was not a member of Division No. 40 who knew Bro. Campbell was sick until he was dead. Now, I would ask our gifted brother that is so

surprised and disgusted at the non-action of any Division, and more especially that the blush of shame does not rise on our cheeks (by the way if we had his cheek it would take a considerable shame to cover), which it certainly would if we were knowing of these facts, and willingly let them pass by unnoticed. But if our brothers of Division No. 64, who feel so disgusted and have contributed, or any other brothers with the same feeling will kindly let me know their address, I will gladly return to them the amount with stamp inclosed, so they will be nothing out. In conclusion will say I think the MONTHLY can be used for a better purpose than one Division expressing their disgust for another. Division No. 40 has a few respectable members that have some feelings, and if we have created your displeasure, we are sorry—but we have done some good for this bereaved family, and it more than offsets.

Yours in P. F.,  
R. L. WILLARD.

DENVER, COL., Feb. 15, 1887.

EDITOR MONTHLY:—We are again the recipient of a circular asking relief for a brother or a brother's family. Now, while all have charitable feelings for one another, is it not about time our brothers awoke to the necessity of protecting themselves against accidents, and their families against destitution caused by death? There is no excuse for a brother not being covered by an insurance certificate, for any man who can afford to have a family, and can afford to join the Order of Railway Conductors, can at the same time afford to take a certificate in our Insurance Association. I look upon the member as being guilty of criminal neglect if he neglects while in health to prepare for the maintenance of his family in case of death or total disability. I believe if all members would attend their Division meetings more regular and learn there of the many calls upon the Division Treasury for such cases as are now before us, and would subscribe for and read our MONTHLY and digest it properly, that the increase in membership to our Association would double in the next twelve months.

Brothers, while in the enjoyment of position, health and prosperity, try by all means in your power to keep the wolf away from the door of your family after death, or misfortune by accident. Brothers, stop and consider this subject. Think of the obligation to her whom you promised to love, cherish and protect. Think of your obligation when admitted as a member of the Order of Railway Conductors. Think not only of the responsibility of getting your trains safely over the road, but at the same time think for the welfare of those loved ones you will leave behind you in this cold, uncharitable world. Put not off until the morrow, for the morrow never comes.

Earnestly in P. F., B.

EAGLE GROVE, Feb. 16, 1887.

EDITOR MONTHLY:—At a special meeting of Eagle Grove Division No. 164, held Jan. 23, the following officers were elected for the ensuing year:

J. H. Anderson, C. C.	Jas. Sterling, A. C. C.
E. G. Gookam, S. and T.	F. H. Holton, S. C.
A. Haswell, J. C.	H. M. Ford, I. S.
A. Hoover, O. S.	

Bro. Winebruener was elected to represent our Division at the next session of the Grand Division, A. Hoover, correspondent for the MONTHLY. Our Division is in a flourishing condition, with a membership of thirty-two brothers, good and true to our motto, Perpetual Friendship. Brother Root has started south in search of employment.

May the best of success attend you Brother Root, is the hearty wish of the brothers of No. 164. Brother Keefe has not been heard from since he left us. Hope he has "struck it rich." Brother Culavin is at home in the eastern part of the State. Our meetings are quite well attended, and our latch string is always open to any brother who chances to come our way. As this is my first attempt at writing an article for the MONTHLY, I will close, and try to make a better showing next time.

Yours truly in P. F.,

A. HOOVER, Correspondent.

OGDEN, UTAH, Feb. 14, 1887.

EDITOR MONTHLY:—Not having seen any news through the MONTHLY from Wasatch Division No. 124 for some time, if you will kindly grant me a small space in the MONTHLY, I will give you a list of our officers. A special meeting was called Dec. 25, 1886, at 1:30 P. M., for the special purpose of electing officers for the ensuing year. Following is a list of the newly elected:

G. W. McIntosh, C. C.

M. Campbell, S. and T.

J. W. Metcalf, A. C. C.

A. Fletcher, S. C.

S. H. Tracy, J. C.

Jas. Sprunt, I. S.

W. E. Cunningham, O. S.

J. W. Metcalf, Delegate to Grand Convention.

At present our C. C. is absent, and is acting as trainmaster at Laramie, Wyo., in place of Mr. Baxter, who is in California for the benefit of his health. Our Division is in a prosperous condition. We have somewhere in the neighborhood of forty-five members, and our most serious difficulty is in getting a sufficient number of members to hold meetings, as our runs are long, and no regularity about them, oftentimes being away from home from ten to fifteen days. And at the present time of the year we are doing a heavy business on all the roads centering in Ogden. A great many of our roads have had some trouble with snow, but outside of this our business seems to be in a prosperous condition.

Yours in P. F.

T.

SHARPSVILLE, Feb. 20, 1887.

EDITOR MONTHLY:—I have kept silent (on my own hook) for a long time and don't know of any real good reason why I should "open my yawn" now, only "misery loves company," and I thought I would inflict a screed upon the boys.

I was fairly successful in getting names for Bro. Sam Whipple's subscription list to the MONTHLY, and think I will be able to add a few more by next pay day. We have not had a very brisk month, as the employes of the blast furnaces took it into their heads to go on a strike, thereby demoralizing business generally. However, the boys have made fairly good time, but they think they are slighted when they don't make forty days at least. We have six passenger, two local, two bug, and six through conductors on this E. & P. Division, and one extra conductor, in all seventeen conductors. Out of that we have twelve members of the O. R. C., and three of the remaining five will be as soon as eligible on account of age (they being promotions within the year). Bro. Jas. Donlin, our worthy C. C., runs local two weeks, and bug runs two weeks alternately. Bros. Geo. Hedges and Tom Fitz (the champion kicker), alternate on the same runs. Fitz is also extra passenger. Bros. J. E. Scoop, G. D. Gilson and S. H. Whipple (our Secretary and Treasurer), hold down three of the trains with windows in 'em. Bros. Wm. Cray, I. F. Bumpus and S. F. Lytle, are on the "rounds." Bros. N. L. Copenhaffer and Matt Don-

ahue hold down the yards at S. B. and O. N. Bro. J. F. Titus is yardmaster for the B. & O. at Sharpsville. We don't get to attend the Division very often on account of distance, and no Sunday trains, but our "latch string" is out when any of the boys come our way, Bro. Randall of Monon No. 89, is now General Yardmaster on Mahoming Division. N. Y. P. & O. R. R., headquarters Youngstown, O. Bro. R. we understand has charge of the yards from Levetttsburg to Sharon Junction, covering a territory of about eighty miles, on which there are yards at Levetttsburg, Warren, Youngstown, Niles, Hubbard, Sharon and Sharpsville, also on the Middlesex branch at Middlesex, worked in connection with the Sharon yard. Bro. Randall has a big contract on his hands, but we think he can get there. We were very glad to renew the acquaintance so pleasantly made when we were at Louisville attending the Grand Division, and Bro. R. was Chief Commissary on the Marengo Cave Excursion.

The Southwest System Pennsylvania Co. (Pan Handle) have appointed "examiners of watches" at the different train headquarters. The boys say that everything but "Raymonds" have to go—we doubt that—as the "Rockford" and New "Waltham" get the call in this part of the country; however, the "B. W. Raymond" is hard to beat. I carried one of them for five years, and it run as close as it was possible to do. When one of my boys was promoted I gave it to him, and it still does the best of service as a correct time-keeper. We have been enjoying a vast amount of rain for the past two weeks; the streams have done considerable damage, but no casualties therefrom. Now, Mr. Editor, I have said my piece. No, not quite. Permit me to compliment the Grand Chief and Assistant ditto on the excellent addresses made before the Mutual Aid and Benefit Association, especially the "impromptu" effort of Bro. Ed Coman; it reminded me of Mark Twain's efforts in the same direction. I always did like extempore speeches, especially if they had been carefully written out and well studied. One word about our insurance and I am done. I am in favor of the reserve fund principle, but think it should be kept in the hands of the Local Divisions until needed, and a percentage drawn only in cases of emergency.

Yours in P. F.,

C. H. PETERS.

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KANSAS CITY, March 22, 1887.

EDITOR MONTHLY:—I wish through the medium of your excellent journal to commune with as many of our brothers as possible, for two purposes. First, to explain more fully the meaning or purpose of a "Private Message" issued by Division No. 36.

The message was not sent out as an official document, hence the seal of the Division did not appear on it. The subject matter contained therein, had been discussed pro and con, by our brothers for several weeks, in open Division; as a result, it was unanimously agreed, that a committee of three be appointed to clothe it in the form of a circular to be sent out as an expression of our ideas concerning changes necessary to be made in our Constitution, and to ascertain as nearly as possible the views of other Divisions in the matter. Very many responded promptly fully indorsing our plans of action. Some however, thought our last article premature, and suggested a careful consideration of the matter, and we believe, individually, that a change at this time would be detrimental to our interest for this reason. There are laws in our Constitution which prevent our Chief Executive from accomplishing as much as he probably would were he unfettered by those laws.

We are proud to be able to state that "Private Message" was generally indorsed at Rock Island, and our Grand Chief was not half the distance from the spirit of it as we has supposed him to be, hence we find that the last article in "Private Message" has done him injustice. Ingratitude, my brothers, is one of the greatest abominations the human mind can conceive of; hence, if the hands of our Grand Chief have been tied by laws enacted or created by the Brotherhood of Conductors whose duty it was to make

laws for the interests of our Order, we should be very slow in the condemnation of his acts until he has proven himself unworthy of our confidence. Let us first create such laws as we want for our elevation, and then if our Executive fails to enforce them, stop his pay and he will quit us, "you bet." At our meeting in Rock Island several of our brothers thought \$5,000 too much to pay our Chief Executive for duties performed. Now we do not agree with those brothers. Do you wish to join a club of any kind in our larger commercial towns, you may do so by paying from 50 to \$1,000 a year for the privilege. Suppose each brother conductor pays half the lowest club rate into his Division treasury for dues every year, we could then pay our Chief Executive \$10,000 a year, and I assure you a \$10,000 man would carry weight into the presence of a \$25,000 General Manager of a railway that a \$3,000 man could not handle. Oh no! do not try the cheap plan to bring us good, but work in P. F. with an honest intent and our Order shall yet become a bright shining star in the system of orders around us.

Faternally yours,

D. C. GILE.

SPRINGFIELD, March 3, 1887. }

HALL OF LINCOLN DIVISION No. 206, O. R. C., }

EDITOR MONTHLY:—As you have not heard from our infant Division, I will give you some idea what we are doing. Lincoln Division was organized January 9, 1887, at Springfield, Ill., and in our organization we were assisted by some 150 members of the order from other points, including our G. C. C., C. S. Wheaton. Well, to speak plain, we had a glorious time. You will see that we have not been organized but a little over two months, and have had three initiations, and several petitions are now pending. We are out of debt, and have a fine bank account. Our Chief Conductor, John H. Hunt, is the right man for that position. He is ably assisted by Brother L. D. Austin as A. C. C.; Brother S. Ryan, S. C.; T. Hawkins, J. C.; J. D. Irwin, S. and T.; C. Webb, I. S., and Brother Foster, O. S. Brothers Reiley, Averett and Schmitt are our trustees. We have a membership of twenty-five. We have a fine meeting hall, and meet the second and fourth Sundays of each month. In fact every member takes a great interest in the Order and success is sure. Brother F. G. Schmitt has been elected as delegate to represent the division at New Orleans next May, with Brother Austin as alternate. Should any brother in good standing visit our beautiful city at any time, they will always receive a hearty welcome.

Yours in P. F.,

FRED. G. SCHMITT,

Corresponding Secretary.

FARGO, D. T., April 11, 1887.

EDITOR MONTHLY:—A very serious accident happened on the Dakota division of the U. P., on the morning of March 12, by which Edward Snyder, the fireman was killed. George Ryan the engineer, died a few hours afterward from injuries, and James Mead the forward brakeman, had both legs broken, besides wrecking completely two engines and demolishing several freight cars.

The accident was collision between passenger train No. 1 and freight train No. 16, two miles east of Magnolia station, and as near as can be learned it seems that the conductor and engineer misunderstood each other in regard to the meeting point of No. 1.

Train 16, conductor M. R. Lowery, and engineer George Ryan stopped at Magnolia for water; the train consisted of thirty-four cars and the morning was very damp and foggy. The conductor and rear brakeman were prepared to back in for No. 1 at Magnolia, but the engineer pulled out in all probabilities calculating to make farther for No. 1. As soon as Lowery and his rear man saw what he was doing they commenced trying to

stop him, but it was a down grade and a wet rail and the brakes would not take hold and the trains came together with results as related above.

Lowery and his rear man jumped just before they struck and avoided injury.

Lowery was arrested on the charge of murder, but was released the next day on \$1,500 bail, the charge being changed to manslaughter, and after a three days' trial was acquitted which was received with hearty applause and congratulations from his numerous friends. He is a member and a hard worker of Division No. 72. He received a very fine letter from Mr. A. Plummer, justice of the peace, stating that he did not think Lowery to blame in the least.

We regret to lose Bro. Lowery very much, his face will be missed in the division room. His rear brakeman, John Hilyar, goes with him. Mr. Hilyar is a member of Division No. 16.

The windows of the freight engine were boarded up, it being a snow plow pusher, so that the engineer could not see ahead with out having his head out of the window, and from testimony it was evident that she was working steam at the time of the collision. George Allen the engineer of No. 1 says when he first saw No. 16's headlight he thought it was the lamp of a track walker, and did not discover that it was a headlight until he was but a very short distance from them, the fog was so dense, and he barely had time to stop before they came together.

George Ryan, the engineer, was a young man and was liked by all; he seemed to be a favorite with every one, and showed great nerve to the last. When first found he was tying up his broken leg with his handkerchief, and after its amputation he remarked in a joking way as they were carrying him to the baggage car, Don't leave that leg behind. His death has cast a gloom over his many friends.

Edward Snyder, the fireman, must have had an awful death; when his body was found his head was against the boiler head, just between the lower water glass cock and the door. He still had the scoop in his hand, and his body was burned with coal between the hot water steam and the hot boiler head; he must have suffered untold agonies. His remains were taken home by the members of the B. of L. F., of which organization he was a beloved member.

The engines of the Dakota Division are draped in mourning and I suppose the brotherhood have adopted suitable resolutions.

Brothers what have you done in regard to the next convention? Do you see anything that can be bettered? Does not something for the good of the Order strike some brother, if so make it known at the next meeting of your division, and get your delegate well posted on what you expect him to do before he starts; don't wait until he has gone but when the proper order of business comes up let every one that has anything on his mind make it known, don't keep it back because you don't think it amounts to anything, but speak up and probably some one else will add a few ideas and something for the good of the Order may be done.

Don't let your representative go with the idea that he is going to New Orleans to flirt with the Creole beauties and eat tropical fruit, but make him get out his note book and chalk down what you expect him to do, and give him to understand that if he don't get your bills through he had better not show up in that section of the country again. The Order is being recognized by railroad officials in all parts of the United States and Canada as an organization of good honorable men, and we cannot afford to sit still and let a few of the brothers do all the work, but every one put his shoulder to the wheel and push with a will and get the O. R. C. to the top rounds of the ladder.

In the February number of the MONTHLY is the picture of Alfred G. Black, to whom the Order owes a great deal; his grave is unmarked, much to our discredit. Cannot each brother deprive himself of two or three cigars and donate the proceeds for a monument to mark the resting place of this noble brother; a few nickels from each brother will erect a monument that we can all be proud of. Brothers bring the matter up at the next meeting and do something toward it.

In P. F.,

B.

PERRY, March 24, 1887.

EDITOR MONTHLY:—Almost every Division of our Order I visit, the secretary has more or less correspondence favoring a government license. Poor fellows, they must surely be overloaded with filthy lucre here in Iowa where the wind blows the whiskers off the brakemen; we don't have any money to throw away on worthless paper. We have black books here which in time of trouble is all we need to keep us from finding employment without having a license to be recommended taken up by our superintendents, and in case you lose your license, you would likely be unable to find work. It looks wrong for a clip of paper to either give or take a man's capability after he has been in the service for years.

If any of the brothers in Colorado or Texas are dudes, or under dude administration, I am sorry. You could possibly work it in this way, brothers, if you have a practical conductor you could send him for inspection, and then have him post the rest so they would be in shape to answer all questions. I may be a little bigoted in this matter. If so, you must excuse me. All our officials here, as well as other fellows holding positions in the line of promotion are promoted from experience. If any of our brothers think they cannot live and enjoy good health without a license, you had better spend your time trying to have your superintendents or some one else who has more money than our conductors buy one.

My prayer is that the Grand Division will sit on this license business and unearth the Texas law, and all work, to give us the benefit of the same and include the milk and water line—George Hastings.

GEO. H. VANDERCOOK.

EDITOR MONTHLY:—The Pacific Division of the Canadian Pacific Railway is one of the hardest pieces of road to run a train on, and yet there are members of our Order working there as conductors for, how much do you think, per month. Sixty dollars! Is it not worth looking into, and inquire of these men what their reasons are for developing into North American Chinamen? Some may claim that they can't get employment elsewhere; but that's no excuse, as none can be offered for running a train west of the Rocky Mountains for \$60.00 a month.

Brakemen on the Northern Pacific average \$70 to \$75 per month. Conductors in the vicinity of \$100. You may possibly claim that members of our Order have the privilege of working for any small salary, but I think they have no right to imitate Chinamen by assisting to keep salaries down. The railroad officials are not at fault, but the conductors are wholly and solely to blame.

If the Canadian Pacific officials in British Columbia refuse to pay decent wages, let all O. R. C. men leave their service. If others choose to play Chinamen, let them, but for the sake of the Order of Railway Conductors, let not any of our members out there let the credit of our Order suffer by running trains in a mountainous country for \$60 a month. Of course if a man's "broke," it's a different thing. Under those circumstances, why, work for any salary for a week or so, but it's *dead wrong* to stay for \$60 a month. With the exception of high water troubles, everything is well on the Northern Pacific west of Helena.

A few changes have occurred among the trainmen. Running a freight train here is no easy matter. Before leaving a terminal station the conductor telegraphs his seal and car numbers to St. Paul; also contents and destination, and on arrival at its destination does the same, adding thereto all car seals put on en route. Automatic air is used descending mountains only, straight air elsewhere. Retaining valves are set before going down steep grades, in order to maintain a continuous pressure of ten pounds in each air chamber, thus allowing the engineer to re-charge his air reservoir without risking the



train getting away from under his control. At the summit of the mountain train men change from straight air to automatic, set the retainers, and at the foot of the mountain stop and change back again. So you can understand that a conductor is never short of something to do on the Northern Pacific Railway.

Will some of our brothers in the East inform us if the Westinghouse automatic brake and Miller couplings are used on the passenger trains in that section. I read of accidents through the inability of passenger trains being unable to stop.

Your editorial in the March issue of the MONTHLY was brim full of good sense. Slowly, but surely our Order is coming to the front, and ere long conductors will have a voice in their own affairs, and soon Divisions can say to a brother who may be in trouble, "We will interview our superintendent and see what we can do for you." If a brother does blunder, what of it? To err is human. Give him the benefit of any doubt which may exist, which is not unusual, and let him resume. It is perfectly safe to guarantee that the like won't happen to him again. With all due respect for the authority vested in superintendents, and for the superintendents personally, when they discharge a good man they only hand him over to some other superintendent.

Railroads must have conductors, good men, to run their freight trains, and members of the O. R. C. should run them first, last and all the time. Unless capable men, they cannot become members, and Divisions should keep this continually before them when petitions are received.

MONTANA.

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ST. THOMAS, March 25, 1887.

EDITOR MONTHLY:—As I have not wasted much of your valuable space lately, perhaps you will once more allow me to appear in your pages with a few items of news from Division No. 13. We are safely through the throes of our election of officers, and start another year with very favorable prospects of a large increase in our ranks. Bro. Billy Martin is again our C. C., and is, we think, second to none in the Order. The solemn and impressive manner in which he delivers the charges, strikes terror to the soul of the candidate.

Bro. John Cole was promoted from J. C. to A. C. C., and holds down the chair with his usual dignity, only more so. Bro. J. F. McCarthy, the irrepressible, now fills the office of secretary and treasurer. His predecessor Bro. W. H. Ingram leaves the office with a record which I take the liberty to publish. After having filled the position for five successive terms, during which time his books were never properly audited, the total errors in his accounts amounted to less than two dollars, and even this was to the credit of the Division. He was highly complimented by the accountant who audited his books, which was seconded by a hearty vote of thanks from the Division.

Bro. D. Donahue, one of our handsomest members, is J. C., with Bros. Fiddler and L. Jones, the heavy weight, for I. and O. S. Bros. L. Jones was also elected trustee, with Bro. J. McFerran. Bro. D. A. Stinson, another of our pretty ones, is the delegate to the Nineteenth Session, with Bro. Frye as alternate. I am afraid there will be trouble among the Creole beauties in May, and take this opportunity of warning all concerned that he is married and done for, so beware.

We have lately been called upon to mourn the loss of one of our number by death. Bro. L. Davis who was employed as brakeman on the M. C. Ry., fell from his train, badly fracturing his leg. He was taken charge of by the brothers, and was getting along nicely, when lock-jaw set in resulting in his death. Although Bro. Davis had not been with us long, having joined by card, he had endeared himself to one and all by his uniform good nature and gentlemanly manners. The Division provided a handsome casket with beautiful floral emblems, and escorted the remains to Buffalo, where it was received by the I. O. O. F. of which he was a member.

Bro. Thos. Reynolds has the sympathy of all in the sad loss of his beloved wife, after a long and severe illness, but we trust that brighter days are now about to dawn for him and his little family.

Bro. Findlay and Alex Smith have had a sharp bout with "Old Rheu," but have mastered him and resumed their runs. Bro. Pete Moore, from Temple, Tex., paid a visit to his old friends and brothers, and told some awful hard ones about life in the far West; his blood-curdling tales of times on the Isthmus would knock the average dime novel out in one round. We are rapidly adding to our membership two and three initiations every meeting, and a large batch of applications in hand. We expect shortly to hang our banner to the breeze as the largest Division in Canada. Toronto, look to your laurels!

As usual on the approach of the Grand Division, we are being inundated with circulars, private messages, etc., from all, and sundry who have a theory to advance, a scheme to promote, or an axe to grind, and among them the crank with a motion to annul the non-striking clause of the obligation.

Allow the Eighteenth Session crank to give you a little advice which is, Don't. This thing has been before the Grand Division two successive terms, resulting in a vote of one, and nineteen in favor of it, and although one of the "noble nineteen." I think this should be conclusive evidence that the platform of the Order is a non striking one, and is going to remain so. Let us use the time and talent which would be wasted in trying to alter it, in perfecting our organization on its present basis. I would be quite willing to see our Order on the same footing in this respect as other organizations, but as the united wisdom of the Order has twice declared against it, let it drop, and let us direct our united energies in trying to improve our condition as conductors with the means we have. Much has been effected, but there is still a large field to work in. I trust there will be no change in the office of G. C. C., for I believe we have the right man in the right place, and I consider it a duty we owe ourselves to keep him there. No doubt there are many of the brothers who have the ability to fill the position, but it has cost the Order a large sum to educate Bro. Wheaton to his present standard, which would simply be thrown away should any change be made. It is largely owing to the fact that they have placed a good man at their head, and stuck to him through thick and thin, that the B. L. E. have been so successful as an organization. This is looking at the matter from a purely economical point of view, aside from which Bro. Wheaton deserves a re-election for the able manner in which he has filled the bill up to date. There can be no doubt that he has the good of the Order at heart, and I believe him capable of leading our organization to the highest state of efficiency.

Trusting our parliament at New Orleans will see the wisdom of these measures, and wishing them one and all a pleasant and profitable session, I am

Yours truly in P. F.,

TEE CEE.

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HARTFORD, CONN., March 14, 1887.

EDITOR MONTHLY:—Hartford Division No. 50 will remove from their present quarters April 1, to 403 Asylum street, where they have secured a hall more suitable than their present one. The new hall is somewhat larger, is heated by steam, and the ante-rooms are better adapted for the business of the Order. Taken altogether, we will have as nice a hall in the new quarters as could be desired.

A new set of officers' and members' badges have been secured by our worthy and untiring Secretary, Bro. Bingham. They were worn last Sunday for the first time, and presented a fine appearance. Each member seemed to vie with the other as to whose badge looked the prettiest.

Bro. Ewell, C. C., who runs passenger trains 119 and 140, on entering the depot at

Bristol for the purpose of registering his train, has made a practice of picking up a small piece of iron which lies near the register book, and throwing it at the operator. The latter resolved to get square with him, and a short time before Bro. Ewell's train was due at Bristol the operator placed the piece of iron referred to on top of the stove and allowed it to become thoroughly heated, removing it from the stove and placing it in its accustomed place just as Bro. Ewell's train was pulling into the station. As usual Bro. Ewell picked up the heated iron, but dropped it quicker than he ever dropped anything before. Judge of his feelings when he heard the ha, ha's of the crowd that were in the depot, and who were on to the racket. The operator and Bro. Ewell "never speak as they pass by."

Superintendent E. Holbrook of the Hartford Division of the N. Y. & N. E. R. R. has tendered his resignation, to take effect about April 1. Mr. Holbrook has proved himself to be an able and efficient officer, and has endeared himself to the public, the patrons of the road and the employees, by his kind and gentlemanly treatment and square dealing. Himself and lady have the best wishes of the public in general, and it is with deep regret the employees part with them. A subscription which promises to amount to a large sum, is being taken up among the employees of the Hartford Division, to be used toward purchasing handsome presents for Mr. and Mrs. Holbrook. Mr. Holbrook resigns to accept a more lucrative position.

Business on the Hartford railroads is very good. The N. Y. & N. E. R. R. has been doing an extra heavy business the past winter, which still continues.

Yours in P. F.,

W. H. B.

CITY OF MEXICO, Feb. 24, 1887.

EDITOR MONTHLY:—Basking in a semi-tropical sun our thoughts naturally revert to our brothers in the frozen North, and we write you greeting.

With pineapples, oranges, lemons, ahauates, granadas, bananas, and numberless other fruits, the names of which you could not pronounce were they written here, a drug in the market and for sale at a trifle, we cannot but sympathize with you who are denied them.

The most delightful climate in the world in addition makes this a remarkable country, and you would infer the dweller herein enjoyed the sum of human pleasures. Still, we of the "Land of the Free and Home of the Brave" experience many unsatisfied longings for the surroundings of former years, and regarding the fruits we imagine the sweetest morsel on earth to us would be a bunch of New England apples, hard cider and mince pies.

The dark-eyed, beautiful *senoritas* of this country are delightful, but we would cheerfully exchange a whole season's gazing into the depths of her love-lit orbs for an hour's sleighride with a bright, vivacious, independent, *gringo* girl, such as we remember as having known in our palmy days.

City of Mexico Division is beginning to recover from the blow she received when the exodus of conductors on the Mexican Central Railway occurred last fall. The officers and members are indefatigable in their endeavors to build up their division with good material, and their efforts are being crowned with success. A visit from Bro. Wheaton at this time would prove of incalculable benefit, and we hope he will be able to arrange a schedule by which he can get here. A number of us who are members of divisions in the States are going to transfer to this division.

Bro. S. E. Wallace, of No. 20, who has been in delicate health, is visiting this city, and is improving rapidly.

On the Mexican Central Railway the following brothers of other divisions are running trains: F. D. Chatfield of 53, and E. J. Stout of 44, freight on first division.

Frank Prohaski of 116, has been running passenger on second division, but resigned a short time ago and will return to California.

Bro. Young of 73 gave up passenger run first division on account of ill health, and is now employed as Pullman conductor between El Paso and this point.

Bro. C. T. Robinson of 44 is an extra passenger man on National Railway, and Bro. MacMurray of 4 will take a train with that company in a few days.

Bro. Coppock of this division (159), who is one of the oldest conductors in employ of latter railway, recently officiated as chief dispatcher and trainmaster while that official spent a thirty days' leave of absence in the States.

Bro. T. F. Madden of 159, employed as passenger conductor on Mexican Central Ry., has taken thirty days' leave of absence and gone to the "Estados Unidos" to recuperate his health.

If we thought patrons of the MONTHLY would care to read of the various places of interest in and around this ancient city we would endeavor to describe them. The habits and customs of these people, the style of architecture, the manner of government, and in fact everything pertaining to the country and its native inhabitants, are so different from anything our people are familiar with, that one could find material for many interesting letters.

We will not inflict you further.

In P. F.,  
"ERRANTE."

YAQUINA, ORE., Feb. 22, 1887.

DEAR MONTHLY:—As I am sitting here listening to the old Pacific pounding on the beach, I feel in the mood to write you about this far away place. Yaquina is the western terminus of the Oregon Pacific railroad, and is destined to be the Saratoga of the Pacific. From the mouth of the bay, looking northwest, can be seen Seal Rock and Cape Foul Weather light house; at the mouth of the Bay to the right, is South Newport, and opposite is the dyke being built by the government, and is to extend out to the bar, so as to deepen the channel to allow the largest ships to enter without the help of a pilot boat. East of the dyke is Point Annie, and then comes Cape Virtus. Olsenville, a small settlement, is opposite Cape Virtus. Yesterday I went out over the bar in pilot boat Favorite and I can assure you that my first ride on the Pacific Ocean was one long to be remembered. I went in company with Brother Al. Phillips, who went along (as he said) to take care of me, but he was the one to be taken care of, as the wind blew through his whiskers (which means he got sea sick and came near losing his boots). The Favorite is officered as follows: 1st, Capt. Koenig; 2d Capt. Rulentsas; 1st officer Zundt; Chief Engineer Reid; 2d Engineer Cox. The O. & P. R. R. at present runs from Albany to this place, a distance of eighty-three miles. The company have two boats on the Willamette River, and two steamers from Yaquina to San Francisco. By this time next month two more new steamers will be put in the trade to handle the grain that is being carried over the road. There will be 100 miles of steel rails in Frisco within two months, for the extension of the road which will be pushed this summer toward Boise City. This route to Frisco is taking not only lots of Portland freight, but will be a big rival of the N. P. R. R. for all Oregon freight to Frisco. This is a new road and their grain trade is enormous. By this route a distance of some 200 miles is saved from Portland, so you see it is bound to be the popular route for both freight and passengers. Their steamers have the reputation of being the best that run into Frisco, and if the steamer, City of Yaquina, is a sample of all of them they are hard to beat, as she is as finely furnished as any ocean steamer I ever saw. Yaquina is the seaside summer resort for Oregonians and is as romantically situated as any one could desire. The town proper lies at the foot of the hills, and distributed all around on the hills are cottages which remind me very much of Mauch Chunk, Pa. Coal has been found within a short distance of the Bay and in the near future this will be one of the largest coaling ports on

the Pacific. You have seen Portland harbor and know what it is. Our harbor here is about ten times as large and by the time the government works are done, there will be enough water at low ebb tide to float the largest vessel that floats. So much for Yaquina.

Now for O.R.C. affairs. The order in the West is an institution that all old conductors are beginning to find out is something they cannot do without, and a great many are coming into our ranks, and I must say they are not only ornaments to our professions, but to society also, and the kind of material for any organization to be proud of. We have here only two brothers beside myself—Brother Curtis of No. 105, and Brother Kennedy of 91. I expect to meet 91 Sunday and know by past experience, I shall have a good visit. They will add two or three new names to their roll at the next meeting. Now Brother Editor, if you or any of the Brothers get tired out and want genuine good rest be sure to come to Yaquina and you will be sure to get it and we will *throw in* plenty of good salt water air and surf bathing on one of the finest beaches you ever saw. Regards to Brother C. S. W., and believe me to be as ever

Yours in P. F.,  
WILL. S. GRAHAM.

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DUBUQUE, IOWA, March 13, 1887.

EDITOR MONTHLY:—On looking over our MONTHLY for March, I see all the names of members of Robinson Division No. 78, given in a communication by Bro. E. B. Carr, C. C., of Rolison Division No. 78, and by some means or other he forgot me. I take this method of notifying all my brothers that I am still in the land of the living—and living pretty well, I thank you. I know Bro. Carr forgot me while he was writing you his letter, as I know he is my best friend, and always proved himself as such, and it is no fault of the head or heart, but simply a slip of the pen. Just say to Bro. Carr cigars will do us. I am at work for the M. & N. W., and have a local freight run from Dubuque to Elma. I want to say this is the oldest new road in existence, good business, good pay, prompt payment and the finest officers in America, all employees are satisfied and everything moves in harmony. It has got the best record for a new line in existence, as far as time and safe transportation of freight and passengers are concerned. This company I understand are going to extend their lines to Kansas City; the line is already built from Dubuque to St. Paul and from Freeport, Ill., to Chicago, and that part of the line from Freeport to Dubuque under contract is now being graded. About the 1st of November we will see the finest trains in the Northwest running between St. Paul and Chicago via Dubuque over the M. & N. W. We have for conductors, brothers from almost every Division in the country, from Palestine, Tex., to Winnipeg, Manitoba, and some from New Mexico. I am pleased to say almost all our conductors on this line are members of the Order, and those who are not soon will be. I will wind up by wishing success to the JOURNAL, and all concerned in the good work. Bro. E. B. Carr is the one I am after

Yours in P. F.,

FRANK CARNEY.

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POCATELLO, IDAHO, March 25, 1887.

EDITOR MONTHLY:—In accordance with authority vested in me by the G. C. C., on Sunday, March 20, 1887, I organized Pocatello Division No. 209 located at Pocatello, Idaho, with a full charter list of twenty members, fourteen of whom were present. The petition for a charter was signed by fourteen members the Order belonging to various foreign Divisions, and six new members. Everything passed off smoothly, much better than could be expected considering the fact that most of us had not been inside a Division room more than two or three times in as many years some not at all in that time. The only visiting member was Bro. Ryder, of Mt. Hood Div. No. 91, The

Dalles, Oregon. We relied to a great extent upon the assistance of Bro. W. O. Mohler, of the same Division, but at the last moment he suddenly disappeared and it was subsequently learned that he had been called to Salt Lake on business of pressing importance (?) The list of officers elected for the unexpired term is as follows:

J. E. McCarthy, C. C.	W. B. Green, S. and T.
W. E. Galbrath, A. C. C.	Jno. Quinn, J. C.
J. P. Collins, S. C.	Robt. Hunter, O. S.
J. C. Fagan, I. S.	J. T. Woods, Cor. Sec'y.
O. A. Flanders, Delegate.	J. C. Fagan, Alternate,
Trustees:—T. Farrell, Robt. Hunter and A. O. Rose.	

We are under many obligations to E. E. Calvin, Asst. Trainmaster, E. O. Man and W. A. Whitney, dispatchers, for their very successful efforts to have as many crews here as possible. There are a number of brothers here who have expressed their intention of withdrawing from their Divisions to join this, and there is no reason why Pocatello Div. No. 209 should not become one of the best in the Western country.

Yours truly in P. F.,

J. E. McCARTHY, D. G. C. C.

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ST. ALBANS, VT., March 18, 1887.

EDITOR MONTHLY:—As you see from this letter, we here in Vermont, still live. Yes, we still live, but at times when we look at the *big snow* piles and *small* coal pile we feel about as the seasick passenger on shipboard: "The first two hours he thought he should die, the next two he wished to God he could." I tell you the snow piles still grow, also the coal pile (small). But I think July will help us out, at least it always has until this year, and I have no reason to think anything to the contrary now. Well let the snow go as soon as possible, the coal will go any how without any help except an occasional boost upward, and it comes to just as much here as anywhere on earth (ashes). Well, I will tell you what the boys are up to this cool season. The most of them are out on the road trying to get somewhere, and when they get there they turn and start back for somewhere, so it goes late, late, late, but I suppose the old adage: "Better late than never;" will apply first rate. Division 24 I think is in the snow somewhere, for the members do not come to time on meeting nights as they ought and I am hunting for a *driver*, a good large one, who can drive them into our Division Room twice a month. Any one knowing of such a thing floating about that can be leased or bought for a fair price please address the C. C. of Division 24 at once, for I know he will pay well for such an article. Do brace up boys, come out and air yourselves and help run your Division. The Order is not for one, but for all, and all ought to take a lively interest in it, and the only way to make it lively, and interesting is to attend all meetings possible, take an active part, get up and say something if it ain't quite so cunning. Let them all know you can think on all subjects, although you may not agree with me that, does not make any difference. The very fact of your not agreeing is the very reason why you should rise and give vent to your feelings. I wish I knew some way to pull every member out doors on meeting nights and make them show up. I think the married brothers might (if their memory is too poor) instruct their "better half" to keep them posted as to dates. I would give more for the promptness and memory of one woman than twenty-five men. You may say I am partial to the ladies? I am. My mother was a woman; and knowing that fact I am partial to the ladies, and being a man of family myself, I grow more and more that way every day I live. If you will believe it, my wife begins to think I am really in love with her just because I am so partial to the ladies, and I am sure she had rather I would forget to go to church on Sunday than forget to be on hand on first Friday and third Thursday at 7:30 P. M. While she is not

a railway conductor, I am pleased to know she takes quite a lively interest in one anyhow, and she makes it a point to remind him the day of the month Division 24 meets, and he "gets there Eli." One year ago yesterday (March 17, 1886) a delegation from Division 24 went to West Farnham, P. Q., to organize Div. No. 80. Last night we received a letter from Bro. Gale, C. C., No. 80, asking us to meet with them April 7, and we, as many as can get away are going over to Newport, Vt., and try and help the brothers out so far as we are able. I think they have done well all alone; all the instruction they have had; we gave them in about twenty minutes. But they had lots of "sand" and that is what does the business, Sand! What could we do with out sand? Might shut up shop. No use. Cannot live without sand. Sand we *must* have to get along and haul our trains through life. I suppose we might drag along without it, but with it we can haul our train through life and not make a false revolution. Yes, a man without sand is like skim milk, no good. Any man who runs a train ought never to run a trip without a full barrel on the start. I tell you he needs it, for he meets lots of "brass" (in men's faces) and sand will cut it out. I tell you it is a big thing, this sand. I know it is lack of sand why members of the O. R. C. do not attend meetings. They are tired or sleepy or lazy (more likely the latter) and let the rest go and vote away cash, reject or accept some candidates, then they wish they had attended, and the only reason they did not was lack of sand. Thank God I have got sand if nothing else; and that is about all I have got, but I do hope I have got enough to last me through life; and have if I do not use it all on the first grade trying to haul members to meetings.

With best wishes for all, I am yours truly in P. F.,

N. E. D.

ELMIRA, April 3, 1887.

EDITOR MONTHLY:—I see in the March journal an article relative to the Railway Commission of the State of New York. It goes on to say that the brothers of the O. R. C. by a resolution of the Union meeting held in Binghamton, N. Y., agreed to support Mr. Rickard, a prominent member of the B. L. of E., which is all true. Further on it says one brother of our Order persists in being a candidate, etc. Now Bro. D. will you be kind enough to inform me who that brother is? Elmira Div. No. 9, at their last meeting sent a Delegate to Albany to further Mr. Rickard's interests that Delegate was Bro. H. Hanty, who in company with Mr. A. Brink, a prominent member of the B. L. of E. went to Albany and did all in their power to get Rickard confirmed. Now Bro. H. informs me that while the engineers were represented by every Division of their Order in the State the August committee that were appointed at Binghamton, brothers O. R. C. failed to put in an appearance very much to the detriment of the cause. Now I would like to ask the reason why they did not perform their duty, will the honorable committee answer?

Yours in P. F.,

C. A. MILLARD.

CAMDEN, N. J., March 11, 1887.

EDITOR MONTHLY:—The past year, and especially that portion of the year which has elapsed since its doings were last chronicled in the MONTHLY, has been one of unexampled prosperity for Camden Division No. 170. Our membership has considerably increased, and the financial results of our excursion to Atlantic City, given on the 19th of August last, exceeded our most sanguine expectations. A portion of the money thus obtained has been judiciously expended in fitting up and furnishing a room of our own for the uses of the Division. The cost of this improvement has been about \$500, and we think we now have the handsomest and most home-like quarters of any Division in this section. The rooms are very accessible, admirably adapted to their purpose, as some of the boys are always "at home" there.

In every respect the year has been a most fortunate one for us. Death has

claimed none of our numbers, and few have been sick. A sad accident, however, occurred on the Hightstown branch of the Amboy Division of the P. R. R. on the 8th inst., from the effects of which Bro. Levi H. Willson is now lying seriously ill at his residence in this city. The mail agent on his train lost his life, being burned to death before he could be rescued from the wreck, and Bro. Willson had a narrow escape, and is now suffering greatly from bruises, exposure and nervous prostration.

I think every member of Camden Division contributed in answer to the appeal for contributions for Bro. Campbell's widow—that is, every member connected with the Insurance Association. I am glad that the response generally was so generous a one. The case illustrates emphatically the need of care and watchfulness on the part of individuals and Divisions lest policies lapse, and those dependent on us suffer. It seems that it would be a wise procedure on the part of the Grand Division to make our insurance compulsory—contingent on membership in the Order—so that the innocent family of the thoughtless brother may be protected equally with that of the thoughtful and more prudent one. Do we not owe this to ourselves? A careful study of the plan of the Locomotive Firemen's insurance, and other insurances, convinces me that this would be an improvement. I hope the matter will have full discussion, anyhow.

The second annual reunion of Camden Division came off on the 10th inst. The members and friends of the Division had a gala time. A reception was held at our new rooms, and supper was served as usual at the West Jersey Hotel. At the reception the brothers presented to the Division a large and handsome crayon portrait of Bro. J. G. King, our first Chief Conductor. At the banquet, about seventy-five being present, able speeches were made by Trainmaster R. D. Keen of the Amboy Division, P. R. R., C. C. Ludlow, and Bros. King, Sparks, Slocum, Sheppard and Aucker. Your correspondent was unavoidably absent. Had he been present, his response would have been in substance as follows to the toast, "The Conductor:"

"I speak to my craft, but it will be briefly. The prosaic life of a conductor does not conduce to inspiration. The position which he occupies is an anomalous one, and one which requires the exercise of great tact and good judgment. The qualities of an orator are foreign to and would not adorn his vocation. The gift of eloquence is a desirable one, but so far as he is concerned, it is far more desirable that he should know how and when to keep silent. He will shine better as the quiet exponent of his company's rules and regulations than as a mere talker.

"Sometimes I think a great mistake is made in considering the conductor as the source or vehicle of information. With greater propriety he may be called the receptacle of information. He knows something of the personal characteristics of every individual rider. What he has not learned through his own powers of observation, some friend of theirs has told him. That friend introduces the subject with, 'You know So-and-so?' and he has the whole thing in a nutshell. Everybody tells him something; the source of supply is perennial; but he considers these communications confidential—privileged, like telegrams, and your confidences with your physician and your lawyer.

"Without exaggeration, every conductor can say: 'I am something of a physician and lawyer myself. His quiet demeanor and apparent yet studied unconcern of manner act like sedatives on excited passengers. Especially must he have the nice discernment and skilled executive faculty of a trained lawyer. The technical points involved in the laws governing the use and disuse of tickets, and the rights and privileges of passengers, must have a ready, bold, but not too bold, exponent in him. If he hesitates, he is lost. He must know that he is right, and then go ahead. His grasp on the facts of the case must be full, immediate and complete, for error on his part would involve the company in litigation, and him in disgrace.

"I have said that the position of the conductor is an anomalous one. We assume that a man cannot serve two masters, but *he* must literally do it. He must faithfully



execute the behests of his employers, satisfy their most exacting demands, and at the same time so adapt himself to the requirements of his position as to cause the traveling public to respect him for his faithful service, his regard for their welfare, and his gentlemanly deportment. To make his calling a real success, he must win the esteem and confidence of his fellow-employees, make the patrons of the road his friends and well wishers, and do his work conscientiously and honestly."

We are anxious to see Bro. Wheaton, and greatly disappointed that he could not be present at our second reunion, as he was at the first.

Yours in P. F.,

E. G. BLAISDELL, P. C. C.

KITTANNING, PA., March 16, 1887.

EDITOR MONTHLY:—R. B. Hawkins Division No. 114, of Pittsburg, Pa., is composed of conductors running on the following railroads: Pittsburg Division, P. R. R., P., C. & St. L., P., F. W. & C., B. & O., P. & W., P. & L. E., P., V. & C., P., McK. & Y., West Pa. Division, P. R. R., and River and L. G. Divisions, A. V. R. R. The River Division of the last named road being the one on which we are employed, we will commence with it, giving an account of the names of conductors running on the various roads that compose the division.

First, Bros. T. S. Gundy and A. G. Maple, who yank the bell cord, and thrust their "Queens" into the faces of sleepy "cornplanter sailors" on the night express trains. Then Bros. Wm. Connor and plain Bob Richardson on Fast Line and Oil City Express. William Taylor, the insurance man, and James Collins, on Niagara & Titusville Express. They are not yet members of our Order, but we think the day is not far off when they will be. Next we have Robert Barnett, late of the U. P., on Oil City Accommodation, and your humble servant, "Scottie," on Kittanning Accommodation, and John Blair and John Hartley on Braburn Accommodation.

On freight we have Bros. D. F. Law, Robt. Barclay, Wm. Barton, Jno. Dillon, Wm. McCartney; also Messrs. H. A. Briney, Hosea Cratty, R. L. Barbour and Wm. Cartwright, who no doubt will soon become members of our Order.

On local freights, Walter Shoop, Ed. Roney, Wm. Mays and Thos. Caldwell.

Passenger conductors all get ninety dollars per month, local freight conductors eighty-one, and through freight conductors being paid by the trip, average about eighty or eighty-five dollars per month.

Freight business on the A. V. R. R. has been exceedingly good for some time, and all the boys are happy. They have their troubles and trials however, and having put in ten long, weary years of the same troubles and trials, we can sympathize with them from the bottom of our hearts. But we have this to say, that no men have a better set of officers to work for than we have. Our general superintendent, Mr. McCargo, and our superintendent, Mr. C. B. Price, are both, although strict disciplinarians, yet, nevertheless, kind and tender-hearted noblemen, whose orders it is a pleasure to obey, and for whose interests it is a pleasure to work. Not one of the boys with a grievance ever goes to them but what they find a willing and attentive ear. Furthermore, they have made it a rule for some time to make their passenger conductors from the freight service, so that now a freight conductor instead of having a long future of hard work to look forward to, and the ever-present thought that I am as high in the service as I can ever expect to be, has the more cheering, and withal the more ennobling thought, that if I attend to my present duties faithfully, there is a time coming, afar off it may be, but yet a time, perhaps, when I am a good deal less able to stand the knocks and jars of the freight service, when I shall have it a little easier, when I shall be conductor of a passenger

train. Have you ever had such thoughts as these, my brother, come stealing across your mind as you rattled along in your caboose during the wee sma' 'ours o' the morning? I have, and I am not ashamed to own it. I would not give a snap of my finger for a man who has not an aspiration, and I applaud and praise the officers of all railroads who make it possible for their men to have just such aspirations. I think it makes better men of us, better passenger conductors of us, and I hope and trust the day is not far distant when officers of all railroads will adopt the rule of making passenger conductors out of their freight conductors. What say you, brothers?

In looking over the MONTHLY for March I am sorry to see so many of the correspondents fail to give their own name. One signs himself "Mountaineer," another, "Montana." One signs M. A. L. Ex C. C. What is an Ex C. C.? Another signs "Whiskers." Now, brothers, why is this thus? Are you ashamed of what you write? If you are let me say that not one of you has said one single word in any of your communications that you need be ashamed of, and I would be sorry if the editor would allow anything to go into the MONTHLY that you or any one else need be ashamed of. So then please drop the nom de plume and in future give us your correct name.

I think I am safe in saying that Division No. 114 is a unit on some plan being adopted in regard to the Insurance Department of the Order, whereby it will be for all time placed on a sure foundation, but as to just what plans the members favor, or what, if any, suggestions they have to make, I am at present unable to say, as it is but seldom (sorry I am, too) that I have an opportunity of attending division meeting. I doubt not, however, but what they are giving the whole matter their careful study and attention.

The brothers of the L. G. Division, A. V. R. R., mourn the loss of their superintendent, A. A. Jackson, "Doctor," as he is familiarly called, who has left them and gone to accept a much higher position on the N. Y. & N. E. R. R. We can heartily recommend the "Doctor" to the boys of the N. Y. & N. E., as a gentleman easy to approach, and who will always be ready to turn a willing ear in the hour of their distress, and who moreover will not be slow to appreciate their good works, but look out, boys, if you fail to obey orders. He is terribly down on "cutting" and "swinging on the fly." Do you know what that is?

Hoping, Bro. Daniels, that we have not wearied you, and that the brothers will give us the information requested in our last, we remain

Truly yours in P. F.,

D. M. DUNSMORE,

Cor. Division No. 114.

MILWAUKEE, WIS., April 12, 1887.

EDITOR MONTHLY:—I see by the April number, a brother says that the officers of his Division do not take the MONTHLY, and calls on the editor to lecture them. Another brother says the majority of subscribers at present are outside of the Order, and that there should be more general literature for their benefit. I think it good for all as it is, with probably a chance for improvement, if we stockholders will take an interest and try. Let us first start in for a large subscription list for 1888, and I suggest that by a vote of the Division, the Secretary be instructed to take from the funds of the Division and send to every member of the Division, in good standing (and whose address is known), the MONTHLY for one year. This will secure the premium for the Division and make it cheap for the members of the Order; and then a brother can get four subscribers outside of the Order and hand to the Secretary, the premium for which will pay for his subscription. This will give us all a chance to work and get paid for it. We have time to think and talk this thing over and would like to hear from others. We are now on the road to prosperity and if our Grand Division, which meets soon, will build a solid main line, and

make a time card so that we can go one way one year, and then keep on building so that we can keep going the same way, we will surely have no collisions.

This is my first attempt at writing for the MONTHLY, and it may be the last, but if I think of anything for the good of the Order, I will have my say. I am a young member and would rather read than write.

Yours in P. F.,

BADGER.

Bro. John B. Morford, of New York City Div., No. 54, and superintendent of the C. S. Division of the M. C. Railway, was a guest at the Richmond Hotel in Buffalo at the time it burned, and narrowly escaped with his life. He is particularly mentioned as having been of great assistance in rescuing others, and in so doing came very near losing his own life. Union Div., No. 13, of St. Thomas, Ont., where Bro. Morford is located, appreciating his friendship and good will, express their congratulation at his escape in the following resolutions, unanimously adopted:

WHEREAS, In view of the sad occurrence resulting in the instant death by fire, of so many valuable lives at the late hotel disaster in Buffalo, that it is but just that a fitting recognition be adopted. Therefore, be it

*Resolved*, That we sincerely thank Divine Providence for the safe delivery of our brother, he being so fortunate as to have his life spared where so many valuable lives were lost.

*Resolved*, That this heartfelt testimonial of our sympathy be forwarded to our brother, and a copy of the same be published in the CONDUCTOR'S MONTHLY.

Signed in behalf of the members of Union Div. No. 13.

J. F. MCCARTHY, Sec'y and Treas.

LINCOLN, March 27, 1887.

EDITOR MONTHLY:—The March number of the MONTHLY came to hand, and I was both pleased and sorry at seeing the communications which came from Fargo and Garrison—pleased to see that the Northern Pacific Railway had increased the pay of trainmen unasked, also that Division cards of the Order were to be accepted for transportation; but on the other hand sorry at the remarks from the pen of B. stating that Fargo Division had directed their secretary to write to Mr. Olds that they would not be represented by a delegate, as asked by the Yellowstone division men. My opinion is the letter should have been sent to members of the Order running on Yellowstone division, for by sending it to Mr. Olds it looks as though Fargo Division were trying to "stand in," contrary to the principles of the Order.

Sorry in the second place at the remarks by "Montana" about a prominent member of Division No. 191. If the brother did wrong, I think the MONTHLY was a very poor place to tell him of it. Publicly slandering a brother of the Order through the MONTHLY should be stopped, for it gives outside readers a very poor opinion of our Order, and we have other means by which we can correct an erring brother.

I think it high time the road I am employed on—viz., the B. & M. Ry. in Nebraska—should follow the example of the Northern Pacific in increasing the pay of conductors, unasked (for they don't seem to have sand enough to ask, themselves). Taking all things into consideration, we are the lowest paid men in America, and to prove what I say I will give you a few illustrations:

Passenger conductors on the main line are paid \$100 per month, the same as most roads pay, but considering the mileage, they make a great deal less. Those running between Pacific Junction and Hastings make 156 miles per day; between Hastings and McCook, 176 miles per day; between McCook and Denver, 254 miles per day, and week

about on night runs; between McCook and Red Cloud, 240 miles per day; between Atchison and Red Cloud, 228 miles every night in the year, and between Atchison and Columbus, 228 miles per day. Now, Bro. Editor, if you will take your pencil and figure the mileage run for the money paid, you will see that passenger conductors do not receive as much as freight brakemen on good paying roads.

Freight conductors on Messrs. Thompson and McConiff's divisions get \$60 per month for first six months, and \$70 per month for the balance of life, for 2,600 miles, and 2¼ cents per mile for 2,600 miles. On Mr. Campbell's division they get \$60 and \$65 at the same rate of mileage. We all know that the great Q. is noted for paying conductors small salaries, but this branch of it is the worst on the whole system.

Now, considering these rates with those paid engineers, firemen, brakemen, station agents and all other employes and the schedule of other roads in our immediate neighborhood, I consider that the officials of the B. & M. should raise the pay of conductors, and I think if asked, would do so. A conductor who follows the same engine the whole month through will not draw as much money on pay day as the fireman of that engine.

Living in this State is very high. Houses with three to five rooms, \$15 to \$20 per month; coal, \$8 to \$14 per ton; clothing and groceries also very high.

Hoping you will find space for this in the MONTHLY to let the brothers throughout this country know what we are working for, I remain

Yours truly in P. F.,  
ONE WHO WANTS TO WORK FOR MONEY AS WELL AS GLORY.

ST. ALBANS, April 7, 1887.

DEAR MONTHLY:—I want to write and let you know we are about out of the snow. I tell you it makes us rejoice to see the sun come out and the snow disappear. We have plowed snow for four months, and now I do hope we are done for this season at least. Division No. 24 has been getting out of the dirt; just put down a new carpet and fixing up our room a little—just enough so we are not ashamed to ask [the boys up when they are in town. There is just one more thing to make it all O. K.; that is a good attendance on meeting nights. I am sure when the boys come once we can make it interesting enough so they will want to come afterward. Boys, you must bear in mind that no one man can make your division a success. All must put a shoulder to the wheel and help all they can, and the way to do it is to attend all the meetings possible. Don't stay at home because you feel hurt at something said or done. Come up and let us all know about your grievance, and we as well as yourself will feel better. Don't stay at home because you are too tired or because you are too lazy, but brace up and come and come and say something to help make things interesting, and as you come along stop and ask some other brother to keep you company. Thus you are getting two to the meeting and helping the good cause just so much. I tell you, brothers, we must be on hand just as often as possible. It is of the utmost importance that we do not neglect our meetings. Too much cannot be said on this subject, for it is impossible to have anything unless all take hold and help. I have known members to be in town on meeting nights and not show up. When asked why this was thus, "they were not feeling well," or "I forget," or "I thought there would be enough without me." Supposing all felt that way, how many would show up? (An easy example.) I presume the excuse of sickness is sometimes true, but it does not seem possible for a man to be sick on meeting nights *only* for two months at a time, and still work every day. As far as forgetting meetings is concerned, I don't think there is any excuse for it, for if a brother takes any interest at all in the Order he will not forget; he will be on time, and generally as much ahead of time as possible. I tell you we must all "brace up" and get out

on the first Friday and third Thursday. It is only twice a month, anyhow. One would think from my writing that I was trying to drive some one to do a great hardship, instead of inviting them to a great pleasure (at least it is to me), for it is a pleasure to meet and exchange the greetings of an exalted friendship. I tell you I begin to look for the next meeting just as soon as we close one, and keep looking for it till it comes. Oh, how I wish I could blow a little enthusiasm into the boys! Do brace up, and show up.

I think perhaps I have said quite enough this time, but if I do not see an improvement, you will hear from me again. With best wishes for all, I am

Yours truly in P. F.,

J. N. E. D.

ALEXANDRIA, VA., April 3, 1887.

EDITOR MONTHLY:—Div. 158 is still holding her own, one promotion in February, and two applications to-day. Our boys are showing great interest in the Order and are working hard to increase our membership. We were agreeably surprised at the opening of the Division to-day, upon the receipt of a box containing three very handsome altar covers, made of very fine goods, with the initials O. R. C. handsomely worked in silk with the three colors of the Order in the center of each, all the work of Mrs. George B. Deeton. This is the first present we have ever received and we are very proud of them. Upon motion of C. C. Charles Mankin, a unanimous vote of thanks of Alexandria Div. 158, was tendered to the lady for her handsome present. I hope to report a few more applications in my next letter to you. More anon.

Fraternally yours in P. F.,

REX.

SALIDA, COL., March 12, 1887.

EDITOR MONTHLY:—March journal at hand, and not seeing anything in it from Salida Division No. 132, I take upon myself the liberty to say to the readers of the MONTHLY that our Division is in a flourishing condition, meeting regularly on every second and fourth Sunday in the month, with good attendance. There being members from five different divisions running out of here, they visit our meetings quite regularly as our doors are open to all members in good standing who may chance this way.

I would say in regard to the letter from Bro. J. B. Robinson, Garrison, Montana, that I fully concur with him in reference to making it compulsory for members to attach themselves to the nearest Division.

We held a special meeting on Dec. 24 and elected the following officers for the ensuing year:

M. J. Guerin, C. C.	S. Moyer, J. C.
J. B. Milan, A. C. C.	J. J. Brenan, O. S.
C. H. Bunbury, S. and T.	W. M. Gleason, I. S.
D. P. Cook, S. C.	

J. B. Milan, Delegate to Grand Convention.

D. P. Cook, Alternate.

Yours in P. F.,

J. B. MILAN.

BRAINERD, March 31, 1887.

EDITOR MONTHLY:—The first annual reception of Brainerd Div. No. 197, O. R. C. which occurred at the Villard Hotel, Monday evening, Feb. 21, was acknowledged by all to be the most brilliant social event ever given in Brainerd. At 9:30 P. M. two hundred couples had assembled in the corridors of the hotel ready to enter the dining rooms (which

was used for dancing, and was elaborately decorated with evergreens, colored lights and mottoes, emblems of the Order). At 9:35 the doors were thrown open for the grand march, which was led by Bro. J. A. Collins and wife, and as they entered the room they were greeted by the bewitching strains of Driscoll's full orchestra. During the day, the committee fearful that the dining room would prove too small, secured the rink, adjoining the hotel, to use in case of emergency, and it is well they had that foresight, for the dining room would not accommodate a third of the guests. At the close of the grand march the announcement was given to adjourn to the rink, at which place the light "fantastic toe" was tripped until 2 A. M.

Supper was served between the hours of 12 and 2, at which all did ample justice to the elegant banquet prepared by mine host, W. W. Hartley. After supper the dancing was resumed in the dining room and continued until 5 A. M. The committee of arrangements was composed of Bros. Capt. W. P. Spalding, Collins, Harkins, Cummings, Smith and Jernegan, who left nothing undone which would promote the festivities of the occasion, and those ladies who so kindly assisted with the decorations, have the sincere thanks of Div. 197. The floor was managed by Director Collins, assisted by Bros. Corcoran, Smith, Cummings, Harkins, Jernegan and Richards. The ball proved a success financially as well as socially, and enabled the treasurer to deposit \$225 in the bank to the credit of the Division. The committee was assisted by Ass't Sup't N. D. Root, to whom the success of the affair is largely due, and he has the thanks of the boys for his efforts in their behalf.

Yours in P. F.,

ROSCOE.

SACRAMENTO, March 19, 1887.

EDITOR MONTHLY:—At a special meeting of Sierra Nevada Div. 195, held Dec. 27, the following officers were elected:

J. F. Calderwood, C. C.

R. H. Moore, A. C. C.

Jas. E. Shortridge, S. and T.

M. Norton, S. C.

J. L. Pearson, J. C.

J. O. Welch, I. S.

T. H. Douglass, O. S.

J. F. Calderwood, Delegate.

J. O. Welch, Alternate.

Div. 195 has thirty-one members in good standing. There are ten waiting for initiation and one for promotion, and others asking for blanks. All our officers were re-elected except S. C. and O. S.

Respectfully yours in P. F.,

S.

ASHTABULA, O., March 27, 1887.

EDITOR MONTHLY:—Division No. 73 is still alive and flourishing, with brothers still working to make it one of the pleasantest on record. Our worthy brother, H. Orr of Youngstown, has been sick all winter with chills and fever. We hope he will soon be able to be on duty again. I understand he tried to take charge of his run, but failed to hold out, not having strength to get around. Business on the A. & P. is still booming, with most of the ore cleaned off from the docks. The indications are that it will be the biggest summer in the ore and iron trade yet known. The branch of the L. S. & M. S. running out of here is also doing good work. It has been a little dull for a few days on account of the brakemen's strike in Youngstown, which affected both roads, also the N. Y., P. & O. branch, Mahoning division. All of the brakemen were out, but it is all settled now on all the roads, and everything is doing a big business. The brakemen I understand came out second best, with a good many discharged from service altogether, especially on the A. & P. division of the Pennsylvania Company in Youngstown, which makes it very hard for all in the yard, as it is a hard yard to work green

men in. We hope no more strikes will take place, for it makes it awful disagreeable for all. The conductors were doing the best they could under the circumstances. They did not know when leaving the Harbor or Law Junction if they would have any brakemen or not on leaving yougstown. But the road brakemen did well. They hung to their trains in good shape, and now have the best wishes of their conductors and the company. Bro. Cross of Division No. 73 is sick, but is able to walk around. The local freight is getting away with him—too much work for him. Division No. 73 extends its hand to all, asking them to join us on the night of April 11th, to shake their feet and swing the ladies in the big new hall. It is our second annual ball. Come, every Division, if you can; we will find room, if we have to go into the next town.

Yours in P. F.,  
P. C. LOCKWOOD.

SLATER, Mo., April 11, 1887.

EDITOR MONTHLY:—Special session of the Grand Division was opened in due form by Bro. Ed. Coman, Deputy Grand Chief Conductor, assisted by Bro. Norman Watkins, C. C., of Kaw Valley Div. No. 55; Bro. C. W. Winsett, Ass't C. C. of Roodhouse Div. No. 97, Deputy Ass't Grand Chief Conductor; Bro. A. W. Williams, Div. No. 55, Deputy Grand Sec'y and Treas.; Bro. Woodington, of Kaw Valley Div. No. 55, Deputy Grand Senior Conductor; Bro. Hoover, of Kaw Valley Div. No. 55, Deputy Grand Junior Conductor; Bro. D. Barnhart, of Creston Div. No. 21, Deputy Grand Inside Sentinel; Bro. J. R. Black, of Ft. Wayne Div. No. 119, Deputy Grand Outside Sentinel, for the purpose of organizing Div. No. 212. The following brothers were present:

J. H. Miller, Kaw Valley Div. No. 55.  
J. M. Johnston, Kaw Valley Div. No. 55.  
J. A. Shaw, Kaw Valley Div. No. 55.  
R. B. Miller, Kaw Valley Div. No. 55.  
T. J. Leech, Erie Div. No. 64.  
T. H. Gibbs, Red River Valley Div. No. 75.  
F. A. Cordray, Lone Star Div. No. 53.  
W. H. Burgum, Minneapolis, Div. No. 117.  
D. Barnhart, Creston Div. No. 21.  
Herman Myers, Palestine Div. No. 77.  
E. B. Watson, Kaw Valley Div. No. 55.

The names were read which were on application for a charter, the following being present:

W. H. Burgum,	R. B. Miller,
J. M. Johnston,	J. H. Miller,
T. J. Leech,	J. A. Shaw,
F. A. Cordray,	T. H. Gibbs,
H. Myers.	

After a few remarks by Bro. Coman, the new members were initiated by communication, after which the election of officers followed. Bros. Black, Winsett and Watkins were appointed tellers. The election resulted as follows:

T. J. Leech, C. C.	T. H. Gibbs, S. C.
R. B. Miller, A. C. C.	J. A. Shaw, J. C.
W. H. Burgum, S. and T.	F. A. Cordray, I. S.
J. M. Johnston, O. S.	

The name of the Division to be called Slater Div. No. 212, and to meet first and third Mondays, at Masonic Hall, at 1:30 P. M.

The officers elect then took their chairs and were instructed by Bro. Coman in their respective duties. Bro. E. B. Watson arriving, the work was fully exemplified on him by the officers elect assisted by the various deputy grand officers.

Bro. Watkins then read a communication from C. C. of Div. No. 3, also one from the Secretary of Evergreen Div. No. 57, relative to invitations to the organizing of Slater Div. No. 212.

Bro. Watkins, C. C. of Kaw Valley Div. No. 55, then followed with some very happy remarks.

Slater Division extends their thanks to Div. No. 97 for equipment furnished them, and to Kaw Valley Div. No. 55, for their assistance, and to visiting brothers for their attendance and help. Also to Division Superintendent W. E. Gray, for his kindness in arranging to have a large number of the new Division on hand.

E. B. COMAN, Deputy Grand C. C.

A. W. WILLIAMS, Deputy Grand Sec. and Treas.

HARRISBURG, March 14, 1887.

EDITOR MONTHLY:—As Dauphin Division No. 143 has not been represented in the MONTHLY for over a year, and the Division electing me correspondent—a very unwise act—I will try to jot down a few items. I am afraid my articles will be so few and far between that much speculation will be rife as to what I will write and when it will be written. A question asked me repeatedly is, why some brother of a Western division, who has been blessed with the arrival of a young conductor, or some good brother who has arrived at the zenith of his fame as the oldest conductor in the service of some railroad company, find their names in the MONTHLY, and nothing in concerning Division No. 143. I tell them to blame the correspondent. As I am now that much-abused individual I will have to tell them to blame it on me. As mentions similar to that first spoken of from every correspondent would fill the columns of our MONTHLY, I will abstain from the use of space which can be used for more cheerful subjects. Concerning the latter, I read them with pleasure mingled with pride, as it is indeed an honor to know old vets whose countenances brighten the pages of the MONTHLY.

As the MONTHLY is the medium through which I gain information concerning the growth of the Order, etc., I will give a few items concerning Division No. 143. By referring to my last letter, in February issue of '86, it will be seen that our report of '85 showed 88 members in good standing, an increase of 39 over report of previous year. To prove my assertion then made that the Eastern divisions would in time leave our Western ones in the rear, I will state that our report for '86 showed 154 members in good standing, a remarkable increase during the year. I think we can claim the bakery, and the baker thrown in; if not the largest in the East, surely in the States east of the Alleghenies, with the exception of New York. During the coming spring we expect to add more to our membership. We pay \$5.00 per week benefits, as many dollars as we have members for death or disability, and one-half as many dollars for the death of a brother's wife, which is returned to the treasury by assessing the brothers. During '86 we paid out \$780, leaving a balance of over \$900 to start in on new year.

Of our members I am sorry to say but 86 are insured in our noble insurance. This is partly owing to an insurance which all the readers of the MONTHLY are aware of, as it has been fully discussed in its columns. I have no objections to any brother taking up any insurance that meets his fancy, providing he first insures in the one which he should be by duty bound to protect himself and family, and contribute for the widows and orphans of those whom he has promised to protect, and not for Mr. Smith or Jones, whom he knows only by reports published from time to time. For the same amount as I have paid during nearly two years in the Insurance, others are to-day paying for a sum not one-half the amount paid by our Order, and which they have to die to receive. A very poor proceeding, as the glory of spending it is lost. I earnestly hope that our Grand Division at its next session will enact some law covering this growing evil. Another



reason, and one which has been discussed, is the assessment plan of the Insurance. The time has come for it to be laid away on the shelf, and the more advanced one of the brothers paying in a certain amount every month. Should an extra sum be required it could be collected through the secretary or the committee having in charge the brothers' interests. Should the latter be adopted I am certain that I can raise the number to 100 or more soon, as the present manner does not meet with universal favor from those who hold off.

So far this year we have lost by death Bro. McAteer, an old and respected conductor of the Middle Division, P. R. R., and Bro. Hall of the Reading & Columbia R. R., the latter brother a member of the Insurance in good standing. His funeral occurred Monday, 7th inst., being attended by 36 brothers. The claim being the first in the history of the Division, and the second death, certainly speaks well for us in the third year of our usefulness.

I agree with Bro. Miller of Division No. 23, that a union meeting should be held at Sunbury in the near future, as I fear the feeling is not very warm in that section. I would suggest that Division No. 187 hold a union meeting, and then in the evening or the time that most of the conductors are in, hold an open session, first posting notices to that effect, inviting them to call at the hall at the hour named, and discuss the merits of the Order with them, and if they do not brighten up after that they are lost beyond redemption. This was a course pursued by me, advocating it until the Division grasped the situation, and the result is the large increase in our membership over what it was previous to that time. When brought side by side in a division room with the members, hearing them speak especially of our Insurance, I am no judge of mankind if the membership does not increase.

As I have used up more space than I intended I will close until my next, at which time I will introduce a face familiar to many of our Eastern brothers, as the first brakeman of the P. R. R., and a brother respected by all who have the pleasure of his acquaintance.

Yours in P. F., C. C. DUNCAN.

UNION CITY, March 12, 1887.

WM. BAIRD, Cor. Sec.,

*Dear Sir*—There are many and various indications in the state of affairs all over the civilized world that a struggle has been initiated on the part of the poor, for a better chance to win competence or wealth. The Knights of Labor and their influence form one of these indications. I have no faith in them whatever. They have been in the main mischievous. They are wrong in principle, and particularly wrong in method and operation. They have been led by demagogues, and led more frequently to disaster than to any other issue. They have been shortsighted, despotic, illiberal and inconsiderate. Their tendency has always been to make a breach between labor and capital, and destroy the sympathy between employers and employed, and there is no question that any agency is bad and impolitic that tends to alienate the sympathy of these two classes from each other. Still it is a notable indication of the deep discontent of the laborer with his lot, and as such deserves the serious attention of all political economists and all patriots.

Co-operation is another indication of the popular discontent. This indication is one of an encouraging rather than a menacing character. In Great Britain co-operation in production and commerce has made great headway, and is now recognized as an important feature of the national life. The people saw that manufacturers and merchants became rich on the profits of goods sold to them, while they remained poor and helpless. So they set their brains to work to secure for themselves the fruit of their own labor, and the co-operative stores and factories are the healthful and fruitful result. The day for the exercise of irresponsible power over the souls, bodies and material interests of men has passed by.

The protests that come to us from the various movements to which we have called

attention are a warning to governments and monopolies that henceforward the people are to be considered, that universal human right to the products of the soil must be recognized, and that every man must have a fair chance to win for himself and his family a competent portion of the world's goods.

I believe the winning of wealth to be a perfectly legitimate pursuit. Wealth has great and beneficent uses, and the world would go very slowly if money could not be accumulated in wise and enterprising hands. But wealth may be used to make all men near it prosperous and happy, or it may be used to make them poor and miserable. When a rich man is only excited by his wealth with the desire to be richer, and goes on to exact larger profits, and to grind the faces of the poor in order that he may be superfluously rich, he becomes inhuman and unchristian. The Christian use of wealth is what we need in this country and in all countries. It is not that wealth does not give in charity. It is not that wealth is not sufficiently taxed for the support of those who are wrecked in health or fortune. But it is that wealth does not give the people a chance to escape from poverty; that it does not share its chances with the poor, and point the pathway for the poor toward prosperity. As a rule wealth is only brotherly toward wealth, and the poor man feels himself cut off from sympathy with those who have the power of winning money.

We may rest assured of one thing, namely, that the poor in the future will insist on being recognized. If they are not recognized—if they are ignored in the mad greed for wealth at any cost to them—they will make the future a troubled and terrible one for our children and our children's children.

J. C. R.

LOGANSPORT, Feb. 19, 1887.

EDITOR MONTHLY:—In looking over the MONTHLY, I see letters from a great many Divisions from all parts of the country, but nothing from No. 110, so I naturally feel as though we are being neglected.

This Division was organized April, 1884, with thirty-six charter members, and at this time has ninety members, and we are occasionally adding a few new ones. Our Division treasury is in an excellent condition, and we flatter ourselves we have as many good working members as any Division in the country. We meet every Sunday afternoon, and have an average attendance of twenty-five members present. Taken all in all, we think No. 110 fit to Rank A No. 1. We expect, however, to lose some eight or ten of our members who intend to withdraw and join the new Division which is being organized at Butler, Ind., on account of all their lay over being there. All we say is, if the new Division is composed of members as good as the ones we lose it will be deserving of success.

The members of Logansport Div. No. 110 feel that if all Divisions would adopt such measures we would not have any cases like that of St. Paul Div. No. 40 and many others, which have not come to the notice of all Divisions, and each Division could take care of its own members, which is their duty, and they have so obligated themselves, but, I am sorry to say, is almost ignored in respect to Divisions looking after their sick members. It's ofttime the case where a Division could pay assessments of a sick brother, and save him from becoming delinquent, and his family a sum of money to provide for their wants in the event of his death. And at this point I will again refer to St. Paul Div. No. 40; in that case, if Division No. 40 had paid four assessments the widow of the deceased brother would have been relieved the necessity of asking for help. While I do not censure No. 40, I do think they were guilty of gross carelessness in not keeping up the brother's insurance.

If the brothers of the Order would take the same interest in getting brothers into the insurance, as they do to send out request for help for this and that brother, there

would be a very few outside of our insurance. Let us all give one more strong pull together, and see how large a number of new members can be had by May 1, 1887.

*To the Officers and Members of Logan Div. 110, O. R. C.:*

WHEREAS, A great many brothers of our noble Order have died, who were members of the O. R. C. Insurance, or become delinquent through carelessness or sickness; and,

WHEREAS, It is our duty to help each other and contrive a plan whereby brothers of Logan Division No. 110 cannot become delinquent in the insurance; therefore, be it

*Resolved*, That the following amendment to our by-laws be made as Sections 1, 2 and 3 of Article VII:

SECTION 1. Wherever the secretary and treasurer shall receive the second notice of assessments in the insurance of members of Logan Div. No. 110, it shall be his duty to pay the assessment at once from Division treasury, and charge amount assessed to their Division accounts.

SECTION 2. Any brother failing to return the money so paid after thirty (30) days without a good excuse, shall stand suspended till paid. If not paid within six (6) months, shall be expelled without further notice.

SECTION 3. These by-laws shall be in full force on and after their passage, and shall be read in open Division for six (6) months thereafter.

The brothers will understand from the above that after forty (40) days from time the first assessment is dated, if not paid within forty (40) days, the Grand Secretary sends a second notice of all who have not paid to the Division Secretary, who will pay them from Division treasury, and brothers who have not paid within forty (40) days from date of first notice will remit to the Division treasury.

*A Word to the Uninsured:* Do you know what chances you are taking of leaving your family destitute? Your business is one full of danger. You leave your home, not knowing that you will ever return alive. If alive, perhaps maimed for life; and in that dark hour, would it not be a pleasure for you to think you have left a snug sum of money to keep the wolf from the door? Think well of this. It will only cost you \$2.50 for your policy, and about \$1.70 per month to receive \$2,500 at your death, or the same if you are disabled. I am in hopes that every member of No. 110 will be insured before the year goes by. We now have about forty in the insurance.

Yours in P. F.,

E. W. ALEXANDER, Sec. and Treas.

*Logansport, Jan 31, 1887.*

ALTOONA, PA., March 21, 1887.

EDITOR MONTHLY:—I have already given you the sad news of the death of Bro. McAteer. I knew him long and well, as I made my first trip as brakeman with him, and by his death I have lost a warm, personal friend. He leaves a devoted wife and five children to mourn his death, and to them we can only say, "God doeth all things well."

Our worthy Secretary and Treasurer, Bro. W. T. Gardner, has resigned and taken his departure for the Sunny South, his destination being Atlanta, Ga., and to the brothers of Division No. 180, we can commend him as a gentleman in every sense of the word. Bro. G. had been employed by the P. R. R. Co. for fifteen years as conductor and weigh-master, and is a man thoroughly up to his business.

I am glad to note the promotion of Bro. H. T. Albright of Div. No. 143 to assistant yardmaster at Fifty-second street, Philadelphia. Merit will rise sometimes. Well, the waste basket will be my lot if I do not stop.

Yours truly in P. F.,

MAC.

# RAILWAY.

## THE "SPOTTER" ON THE CENTRAL.

Like a thunderbolt from heaven on a day  
bright and clear,  
Was the news decapitating the "cons" re-  
ceived by us here;  
The causes, of course, have ne'er been  
made plain,  
For "brass collars" to the public never  
deign to explain.

The official ax for supposed reasons was  
quietly dropped,  
And into the basket the "cons'" heads  
were lopped.  
The question arises: Now, what was the  
cause?  
"Knocked down," is the answer, but right  
here we'll pause.

As "knocked down" is a "chestnut," and  
used without thought,  
When a conductor is discharged *this* ac-  
cusation is brought;  
No thought as to facts when the charges  
are made,  
And no reservations as to whose door it is  
laid.

For years the boys labored in the employ  
of this road,  
And in all kinds of weather handled many  
a load;  
By close attention to business they got a  
passenger run—  
At this very point their troubles begun.

The first thing the road did was to cut  
down the pay,  
And from Peoria to Oskaloosa they ran  
every day;  
Then the "*spotter*," the low-down, con-  
temptible pup,  
Was put on the trains, the "cons" to check  
up.

Behind a newspaper he proceeded to keep  
cases,  
As passengers got on and off at the differ-  
ent places;  
Having found on each trip his report with  
the "con's" tally,  
He concluded to make one more desperate  
sally.

And then if he is satisfied the conductor  
won't steal,  
And truthfully there would be no chance  
for a squeal,  
But he is in employ of the road, and under  
good pay,  
And some of the conductors he must give  
away.

He concludes in his own mind it would  
give him more prestige,  
To have them all bounced, and not leave  
a vestige;  
So he reports them all thieves, and on this  
thief's say so,  
The conductors, like the Chinese, are or-  
dered to go—

Excepting the freight men; they only were  
spared  
pared;  
Because Mr. "Spotter" no report had pre-  
But in the near future he may ride on your  
train,  
And on the C. I. you will no longer re-  
main

An injustice has been done, we are all  
satisfied,  
And on these four conductors Mr. "Spot-  
ter" has lied;  
But for our friends, the ex-"cons," this is  
poor consolation,  
And I am sure they don't need any winter  
vacation.

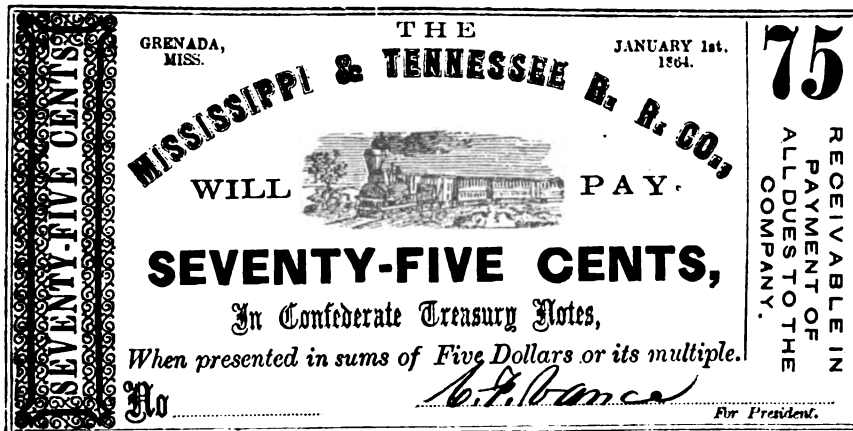
But be of good cheer, boys; if reports prove true, [the Q.:  
You may get your old run, and be paid by  
At Keithsburg already a connection they  
are making,  
And possession I am satisfied they are  
virtually taking.

Of the "spotter" a few thoughts allow me  
to mention,

And in the near future will give them  
more attention;  
When "Gabe" blows his bugle at first break  
of day,  
The "spotters," poor devils, will all be  
away;  
They will be in a country of which you all  
know;  
I'll not mention the name—but they don't  
shovel snow.

### A RELIC OF THE UNPLEASANTNESS.

A valued friend of the MONTHLY sends us a relic of the days when brothers of the North and South were arrayed against each other, in the shape of a "due bill" issued by the Mississippi & Tennessee Railway in 1864, of which we give an engraving:



Our correspondent does not inform us as to the particular use of the due bill, which may have been used as an "excess coupon," but is more likely to have been issued by the company to take the place of ordinary currency. We would be glad of further information in regard to it. Bro. Goodwin does not hesitate to speak a good word for the company by which he is employed:

I herewith inclose you a relic of days gone by, which represents a Confederate 75 cents' worth of the loveliest 100-mile road in the South. Over twenty years of practical experience on the same has convinced me of this fact. This road runs between Memphis and Grenada, and forms the Illinois Central Short Line to New Orleans. I take the present opportunity of extending the invitation to as many O. R. C. boys as can make it convenient to come this way on their route to the Grand Division in May.

Respectfully,

Z. J. GOODWIN.

*IT SHOULD.*

Single track road, west bound trains having right of way; stations A, B, C and D; trains Nos. 1 and 2. General instructions read: "Five minutes must be allowed for variation of watches at passing places, and at all points where a train is due and has not arrived, but neither party must presume to run upon it." No. 1 west bound, No. 2 on time table at B, but gets special orders at B to meet and pass No. 2 at C. Should No. 1 wait five minutes at B for variation of watches, or not?

It is the opinion of the MONTHLY that No. 1 should wait the five minutes for variation of watches, regardless of the order to meet No. 2 at C.

*TO A LOCOMOTIVE.*

Proud chariot of the iron rail,  
With golden stripes and glittering bands,  
Without we soon thy strength would fail,  
For I hold thy life within my hands.

With iron lungs and bated breath,  
Thou art always willing to obey,  
But many men have met their death  
While speeding on their midnight way.

O, mighty monster! warm with life,  
May heaven guide thy ponderous feet,  
And wheel me back to my dear wife,  
And little children pure and sweet.

But if otherwise kind Providence  
Should choose to wreck my train,  
I still must take life's narrow chance,  
And at my post perhaps be slain.

Brave engineers, take up thy book,  
That book which God on high designed,  
And in the Book of Nahum look—  
There "chariot" you'll surely find.

You will see the second chapter treats  
(In verses numbered three and four)  
Of "chariots raging in the streets"—  
A fulfilled prophecy of yore.

JOE CANTHOOK.

*SPECIAL OFFER.*

To the one sending the most *new* names to us during the months of May, June and July, as subscribers to the CONDUCTORS' MONTHLY, we will send a B. W. Raymond movement in a four ounce coin silver case. Subscriptions may be sent at any time, but in sending the *first* one *be sure and specify* that you are competing for the watch. Then in future additions give the names, numbers, as a check on any order failing to reach us. Decision will be made and watch forwarded July 9, giving time for all subscriptions taken during the last day of the month to reach us. If two or more should reach the same number, the award will be to the one who obtained the number at the earliest date.

D. L. MULFORD,

Manager Economy Club,

115 Dearborn street, Chicago, Ill.

## EDITORIAL.

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The MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

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The nineteenth session of the Grand Division will convene at the Grunewald Opera House in New Orleans, La., Tuesday, May 10, at 18:00. Matters of extreme importance to the Order and its members will come up for action and every Division should be represented. Circular containing information in regard to transportation, hotel accommodations, etc., should reach Divisions by May 1.

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### *OPPOSED TO BLACKLISTING.*

Several self-appointed champions of the railway employs have been for some time past, greatly exercised over "blacklisting" and the various labor associations are invariably quoted as opposed to it, while many of them find themselves under the necessity of adopting and making public on any and every occasion, resolutions denouncing blacklisting; among those who make as much noise as any, are the various trades and labor assemblies, yet scarcely a day passes that these same publications and organizations do not stultify themselves by practicing what they denounce.

We venture the assertion that the Trades and Labor assembly of Louisville would be insulted if they were quoted as being in favor of blacklisting, and we are satisfied they would indignantly deny such an accusation to a man, yet they practice it themselves and made a notable example of it not long since. This article is not commenced with the intent of censuring them for their act, but to aid them in extending their black list. It is a fact that the MONTHLY was instructed by its proprietors not to admit anything to its columns either for or against the blacklist and this article will be very careful not to take either side. We think we can point with pride to our record as to fulfilling the instructions and believe that we have been extremely successful in maintaining a "dignified neutrality." We do not think the many proprietors of the MONTHLY can object, or will deem it a violation of instructions if we venture to publish this blacklist in question inasmuch as like others of its class it will prove of benefit to the blacklisted men who are members of the Order of Railway Conductors, although we freely and willingly acquit its authors of any intent to benefit them. This blacklist is as follows:

The regular meeting of the Trades and Labor Assembly was held yesterday afternoon at 2 o'clock at Beck's Hall.

After considerable and spirited discussion the following preamble and resolution were adopted:

WHEREAS, Members of the Order of Conductors of the L. & N. Railroad, have taken the places of the striking brakemen of the same road—an act that is almost unprecedented in organized labor; therefore, be it

*Resolved*, That the Trades Assembly condemn this act on the part of the conductors as cowardly and treacherous, and that the names of each and all of those participating be obtained and published in the daily papers of the city, to be held up to the scorn and just indignation of an honest working public.

The following are the names of some of those who participated in the cowardly assault on honest working men:

S. F. Randall, yardmaster of J., M. & I. railroad; Joe Ross, yardmaster C., O. & St. W. railroad; C

C. Bush, passenger conductor, J., M. & I. railroad. The following conductors are of the L. & N.: S. S. Roe, W. E. Blotcher, B. N. Roller, Pete Reneker, Al Crockett, Pat Gallagher, W. T. Asher, W. T. McAtee, John Coffin, Wm. Davis, Thomas Graham, Wm. McGowan, James Fitzgerald, Jack Pettit and M. T. Tierney. The last four named are brakemen.

In relation to the above we may repeat the words of a noted politician on another occasion; the blacklisted men are to be commended for the enemies they have made and the wider circulation that is given to the above, the better it will be for the persons named therein. There seems to be something bordering upon the ludicrous when such men as Brothers Randall, Bush, Roller, Waterhouse and others are condemned by thieves [we use the word advisedly as will be seen below] and law breakers.

We also fall under the condemnation of the B. of R. R. B., and their *Journal*, or rather the men named above do, and Mr. O'Shea comments on the matter as follows:

"The RAILWAY CONDUCTOR'S MONTHLY for February gives considerable space and prominence to the *Louisville Courier-Journal's* account of the L. & N. strike, more especially that part of it where thirty-eight conductors proceeded to Supt. Down's office and offered to take the places of the striking brakemen. The account states that most of these men (?) were passenger conductors, who had "considered the matter thoroughly," and concluded to defeat the brakemen by taking their places. What an elegant procession that must have been marching to Mr. Down's office, and what an opinion he must have had of them. We read of several cases of this same kind during the past year in different parts of the country, and the natural supposition is that it is one of the principles (?) of the O. R. C. The MONTHLY refrains from commenting upon the conductors' actions, which is commendable from the fact that there is nothing complimentary to say of them, therefore it says nothing.

This is like many other windy effusions from the same source, unworthy of notice any further than to call attention to the consistency of the illustrious editor of the *Journal*. The B. of R. R. claim to be opposed to strikes and not a great while ago expelled several of its members for engaging in one. About one year ago Mr. O'Shea felt called upon to write a long letter to the *Bloomington Leader* stating that the brotherhood had nothing to do with strikes and had never had one. Now we find him approving a strike led by a prominent officer of the Lodge of Brakemen in Louisville. It has been said "consistency is the vice of an evil mind," and if the converse be true and "inconsistency is the virtue of a noble mind" how truly noble some men must necessarily be.

In the past, and to a certain extent in this number, we have neglected a certain Scriptural injunction in regard to the *Brakemen's Journal*, but shall adhere strictly to it in the future. Our readers will find the injunction in the sixth verse of the seventh chapter of Matthew.

Now in regard to the strike itself. Two extra conductors employed on the L. & N. Ry., members of the B. of R. R. B. were dismissed for cause when the brakemen struck to compel their reinstatement and the dismissal of Supt. Downs. One of the men was dismissed for intoxication, and the other for needlessly and unreasonably delaying another train. The conductors employed on the L. & N. notified the brakemen that they would not submit to the loss of time that would fall upon them through so unreasonable and unjust a demand upon the company and that if they, the brakemen, did not end the strike and go to work the conductors would end it. The brakemen had also boasted that they would soon procure the dismissal of conductors who were not members of the Order and replace them with members of the B. of R. R. B., thus seemingly endeavoring to provoke a conflict. They replied to the notice of the conductors that they did not care what action was taken by the conductors, and that Supt. Downs must go. The conductors did as they said they would, ended the strike, and Supt. Downs did not go, and the brakemen defeated, in a conflict which they invited, through their leader who was also a member of the K. of L. and the Louisville Trades and Labor Assembly, invoke the aid of outsiders to help them in their whine over defeat, and the editor of the *Journal* adds his gentle voice to the weeping and wailing. For the comparative standing of the men named in the fulmination from this Louisville assembly and the members of the assembly itself, we refer our readers to any reputable citizen of Louisville. We are



informed that a majority of the members of the assembly are bar-room loafers and dead beats, and certainly if the secretary, R. F. Gould, also secretary of the Louisville Lodge of the B. R. R. B., and the principal leader of the strike is to be taken as a fair sample the allegation cannot be doubted. Mr. Gould has left Louisville, and numerous creditors have reminders of his former presence in the shape of accounts against him aggregating \$300 to \$400. He also carried away with him about \$300 belonging to members of the B. of R. R. B. which had been paid him for their Grand Secretary, and those members had to pay again or lose their membership. An effort was made to conceal this fact, but our information is reliable, and it is in this connection that we use the word thief above.

By the way, we are under the impression that Mr. O'Shea has lately been insisting very strenuously that members of the Brotherhood never attempt to interfere with the employment of any one else. The members at Louisville should have had some little consideration for their exponent, and waited until his denials "got cold" before making an attempt to have Mr. Downs removed.

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### ANOTHER OPEN LETTER.

OGDEN, UTAH, April 12, 1887.

TO BRO. C. H. PETERS, Div. No. 64,

*Dear Sir and Brother:*—Your open letter to Div. No. 36 in April number of the MONTHLY offers in my opinion a number of good ideas, and also some in which I cannot coincide. The secret circular to which you refer I have never seen. The allusions you make I can understand, being situated so I know about the feeling that exists in Division No. 36. I believe that the Order has accomplished a great deal of material good, but I believe the amount of good that has been accomplished is very small in comparison to the amount that might be accomplished. I do not advocate any secrecy among the members of the Order. If any Division, or any member of any division, has any grievance he has the right to make it known and seek redress. I do not expect the ideas I present will be embraced by many, perhaps not by any of the Eastern members, but I have the consolation of knowing I express the unspoken ideas of nearly every Western member of the Order. I am a Western man—I speak from observation and experience among the Western conductors.

I am glad that the Order is unalterably opposed to strikes. There is no member or the Order who is more bitterly opposed to strikes, or who will take more interest in disciplining a brother who violates his obligation in this respect than I. I do not believe this stand taken openly by the Order has any tendency to stultify us in the eyes of railway officials. On the contrary I know that that clause in the obligation commands a great deal of respect from a great many officials. I am not a "chronic," but I with many others am dissatisfied. I will try and tell you why. First we are dissatisfied with the permanent membership of the Grand Division. We claim it has never given us a fair voice in the Grand Division. All sessions of the Grand Division are held in the Eastern States, and it costs very little time and money for the Divisions near to secure three or four permanent members, and thereby have three times as many votes as a (perhaps) larger Division in the West. It is hard many times for us to find a man who can get away to attend the Grand Division, and after we find the man it costs the Division about two hundred dollars to send him. Is it strange that we cannot have permanent members of the Grand Division? This in answer to your suggestion that if Division No. 36 is dissatisfied with the present Grand Chief, they send a delegate to the Grand Division instructed to vote first, last and all the time against his retention. Division No. 36 is not the only dissatisfied Division with our present Grand Chief. We all know very well if we do not like it we can withdraw, but that is no consolation. We don't want to with-

draw. We want that done which will work the greatest amount of good for the greatest number.

About a year ago Mr. Wheaton was requested by all the Divisions on the Union Pacific system to meet their delegates at Omaha, and act as chairman of committee there to assemble and confer with the officials of the U. P. Ry. in regard to some unsatisfactory clauses in the new schedule of pay about to be adopted. Mr. Wheaton did not meet the delegates, neither did he offer any reason for not doing so, nor any regret at not being able to be there, nor any suggestions as to their manner of proceeding. The delegates went on without him and accomplished their aim—everything they asked being conceded as reasonable by Mr. S. T. Smith, Gen. Supt.

I cannot now give dates, but a worthy member of Division No. 44 was once discharged by Supt. Campbell at Denver for no other reason than that he had joined the O. R. C. Mr. Wheaton was repeatedly appealed to by Division No. 44 to intercede in behalf of the discharged brother, but he refused to do so, and the brother went to braking on the Col. Cent.

During his Western tour last year Mr. Wheaton passed through Salida, the location of Division No. 132, and paid no more attention to the Division than as though it had not existed. Now this continued disregard to our appeals, the utter ignoring of our Divisions, makes us feel as though we were considered by the Grand Chief as not worthy of notice, and as entirely unimportant factors in the organization. If the Grand Chief has so much else to attend to I think his salary should be divided with an assistant who can help him out.

Just so long as the Eastern Divisions have more than double the voice of the same number of members in the West, just so long as Mr. Wheaton directs all his attention to securing and holding the good will of these Divisions, just so long will our vote be "snowed under." We claim there should be no Division of the Order so insignificant that the Grand Chief should pass it by unnoticed. We claim that no appeal from a Division should be *ignored* by him. All we ask is that we have a Grand Chief who will be more interested in the "good of the Order" than in securing the good will of a few officials for his own personal satisfaction.

I think you make a mistake in comparing our Order to the K. L. We are not like them, we don't want to be like them, and I do not think we should allow members of the K. L. or B. R. B. to join the Order for this reason: They can neither one of them amalgamate with the Order, and you will all be asked to support an amendment to the constitution covering this ground, at New Orleans next month. We do not ask for any "walking delegates" to stir up dissensions, but we claim that in the event of any disagreement between the members of the Order and their employers that the members would be accorded a more thorough investigation, and a more impartial hearing, if the Grand Chief would interest himself a little and help the investigation. He would be accorded a hearing when the employe would not, simply because he was Grand Chief, if for no other reason.

Now, Bro. Peters, we have not had any "Dear Gazelle" die, nor are we in any particular mood for "passing resolutions," but in all sincerity we believe a man who has been in active service more recently than Mr. Wheaton would be of greater benefit to the Order than he, and we openly favor a new man and will support any good man who has the *good of the Order at heart*.

If I had not made this so long I would present some of my ideas as to the particular directions in which good could be accomplished by persistent work and a proper interest in the work. Let all Divisions be careful as to whom they admit to membership. Take more interest in the weeding out of any improper element they now have, and the O. R. C. will make bold strides in the direction of our aim, which I claim is to make of a conductorship an honored *profession*, and have it so recognized. As to the legislation that you

speak of now going on in the several States, I claim it is merely a title of what could be accomplished in this direction if the Order were to put forth their energies to that end. The result of incompetent conductors' carelessness, as shown in the B. & O. disaster at Tiffin last winter, would set most any State to legislating.

Now although our opinions do not coincide do not think in writing this I have for one moment had any other feeling than that embodied in our motto, and believe me to be

Very truly yours in P. F.,

E. E. CLARK, Div. No. 124.

The temperate tone of the above letter will at once commend it to the reader as against "private messages," and certainly some of the ideas advanced are worthy of careful consideration; still we think the writer, who, by the way, is a personal friend of the editor, has formed some of his opinions on *ex parte* evidence and a partial knowledge of facts, or has not taken the trouble to investigate fully. The first cause for dissatisfaction noted is the permanent membership, and while there are many arguments that might be used in its favor we have no space for them, but will note a few facts: There has never yet been any action taken by the Grand Division that could be effected either one way or the other by the votes of the permanent members present if all cast on one side, while it is a fact that they never have been so cast. The records show this to be true.

"All sessions of the Grand Division are held in the Eastern States" as follows: '78 in Chicago, Ill., '79 in New York City, '80 in St. Louis, Mo., '81 in Buffalo, N. Y., '82 in St. Paul, Minn., '83 in Kansas City, Mo., '84 in Boston, Mass., and '85 in Louisville, Ky. We might go back further without materially changing the result. The first record of attendance of permanent members was at New York City, where Bros. I. N. Hodges and C. A. Stanchfield were present, the first from Ohio, the second from Iowa, and both were permanent members by virtue of being Past Grand Chief Conductors. This we understand is not objected to by any of those who oppose the permanent membership, so they will be omitted from our resumé hereafter. At St. Louis we find J. C. W. Long, Indiana, J. C. Whissen, Ohio, and I. F. Davidson, N. J., two Western and one Eastern man; at Buffalo, C. S. Wheaton, N. Y., J. C. W. Long, Ind., L. R. Carver, Iowa, C. R. Ashton, Iowa, I. F. Davidson, N. J., two Eastern and three Western men; at St. Paul, L. R. Carver, Iowa, F. C. Aechternacht, Kansas, F. Rosencrans, N. Y., one Eastern and two Western men; at Kansas City, J. C. W. Long, Ind., L. R. Carver, Iowa, R. E. Fitzgerald, Mo., F. Rosencrans, N. Y., F. C. Aechternacht, Kansas, C. R. Ashton, Iowa, H. Shew, Minn., Ben. Arnum, Ont., J. C. Whissen, now of No. 9, N. Y., three Eastern and six Western men; at Boston, Jas. Ogilvie, Ont., L. R. Carver, Iowa, R. E. Fitzgerald, Mo., F. Rosencrans, N. Y., H. Shew, Minn., C. R. Ashton, Iowa, S. A. Herman, Neb., H. S. Chapman, N. Y., Ben. Arnum, Ont., J. H. Archer, Ohio, four Eastern and six Western men; at Louisville, Ben. Arnum, Ont., H. S. Chapman, N. Y., L. R. Carver, Iowa, H. Shew, Minn., F. Rosencrans, N. Y., E. B. Hunt, Pa., R. E. Fitzgerald, Mo., E. A. Stone, Mo., F. C. Aechternacht, Kansas, four Eastern and five Western men. At present there are 33 permanent members of the Grand Division; of these, two, C. S. Wheaton and the writer, have membership outside of the permanent membership, and consequently do not count at present; of the remaining thirty-one three, Stanchfield, Collins and Morford, have their membership on account of being Past Grand Chief Conductors; of the twenty-eight four were elected and twenty-four gained their membership by serving four consecutive sessions; the four elected were Bros. Ben. Arnum, Ont., H. Shew, Minn., F. C. Aechternacht, Kansas, R. E. Fitzgerald, Mo., one Eastern and three Western men; of the balance eleven are Eastern and thirteen Western men. If all entitled to vote are present at New Orleans, three Divisions will have four votes each, Divisions Nos. 9, 55 and 58, No. 9 having two grand officers, a delegate and a permanent member, and No. 55 a grand officer, delegate and two permanent members, and Division No. 58 a grand officer, delegate and two permanent members.

When Mr. Wheaton received notice that he would be wanted at Omaha he replied that he would be there if he were given notice in time. When the notice came it was by wire, requiring his immediate presence. He was in Jersey City with a committee from the Erie, and the message was forwarded to him there. He replied to the Omaha committee, advising them to go ahead and that if they were unsuccessful he would get there as soon as possible. The committee were successful and there was no further occasion for Mr. Wheaton to go to Omaha, as if he had started immediately on receipt of the telegram he could not have reached there until after a settlement was made, and certainly the brothers at Jersey City had a right to expect that inasmuch as he was there he should stay until their business was completed. For corroboration of the above any one interested is referred to the chairman of the Omaha committee, Bro. W. L. Park.

In regard to a member being dismissed by Superintendent Campbell for being a member of the Order we do not know anything about it, but we do know that members of the Order are not discriminated against on the division of the B. & M., of which Mr. Campbell is superintendent, and we are inclined to think that there is some error in regard to it, and certainly if Mr. Wheaton was appealed to and did not respond there is some good reason for it. There is but little conception among the members generally of the demands made upon the time of the Grand Chief Conductor. Applications come almost daily for his aid, and in 99 per cent. of the cases the members expect him to come to them, look up the evidence, collect facts and carry the matter to a successful conclusion without any aid on their part. His invariable answer is for them to get matters in shape and he will get to them soon as possible, and I will venture to say that this was the case in the instance referred to. If all requests of this kind were complied with in the manner that is expected by many, it would require at least five men and it would keep them busy too.

In the matter of passing through Salida without visiting the Division there and ignoring their existence, it is true that Bro. Wheaton passed through Salida without stopping, and if this is a reasonable cause for complaint two-thirds of all the Divisions in the Order should raise their voices immediately, for fully that proportion have been passed in the same way at some time during their existence, and some of them many times. As to ignoring their existence it is not true, and in this instance, as in others, our correspondent has followed the example of many others and made the accusation without any knowledge of facts. Salida Division had informed the Grand Chief Conductor that they could not have a meeting on any day except Sunday. It was impossible to be there Sunday without wasting time that was valuable. Accordingly Division No. 132 was notified that a meeting would be held at South Pueblo, and they were requested to have as many members there as possible, No. 36 being in the same condition as No. 132 and unable to have a meeting except on Sunday, and it was thought that more could be present at Pueblo than at Salida. It is certainly too bad that these petty jealousies should be permitted to interfere with the success of our association, and Bro. Clark is certainly correct in his belief that "the amount of good already accomplished is very small in comparison to what might be accomplished" if this feeling of jealousy and distrust of each other and of different sections could only be buried and all work in harmony for the common good. The writer is as all know a Western man, and when it comes to a matter of local pride will "wager his sesterces" on Western energy, pluck and resource as against the world, let alone the Eastern States, but in matters of the Order we do not recognize any East or West, and certainly do not believe that so far in our history the East has gained any advantage over the West. Division No. 124 has but little reason for complaint, having been visited twice during the last year by the Grand Chief Conductor.

Bro. Clark's letter reached us too late for publication in this number, and would not have been published under ordinary circumstances, but the charge has been made that

nothing detrimental to the grand officers would be published, and that the MONTHLY was printed in the interests of the grand officers, and if not published in the May number it might occasion the accusation that it was suppressed until after the election, in the interest of C. S. Wheaton, so with considerable trouble we hold over previous communications already in type to make room for this, and have made up our mind to receive with equanimity the castigation that will follow from those who are thus "side-tracked."

In conclusion, we defy any one to point to a single instance where anything has been suppressed in the interest of any grand officer. Members may assume that what they might have written would not have been published, but beyond that assumption the charge is as unsubstantial as "the baseless fabric of a dream."

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### THAT "PRIVATE MESSAGE."

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A writer in the Fraternal Department explains the meaning of the "private message" issued by Division No. 36 some time ago, and which has caused much discussion and comment, and perhaps a little feeling on the part of some. We had intended to say nothing at all in regard to this circular, the "Open Letter" of Bro. C. H. Peters covering the matter pretty thoroughly and expressing about the opinion of the MONTHLY, but there has been a general wish to see the document, so we give it, and in connection wish to say a few words:

*To Our Brothers, Greeting:*

After due consideration, of a majority of the members of Division No. 36, we have decided to address the brothers of our Order regarding several very important matters concerning the welfare of all, the object being to get the expression of the different Divisions as to what changes should be made in our Constitution.

Our Order has been in existence for several years, and we fail to see any material good accomplished by its existence. We believe that legislation calculated to improve the condition of railway men should be encouraged, and any laws enacted to militate against the interests of employees, should be discouraged. At the present time there is a vast amount of agitation among the people and legislators to regulate by law all railroads and railroad employees. When such a state of feeling exists, laws inimical to the best interests of railway men are very liable to be passed; and under these circumstances we believe the time has come when we as an Order should take an active interest in such legislation. We should aim to secure the passage of such laws as will have a tendency to benefit our condition, morally, socially and otherwise; and, in order to accomplish this end, we must strive to secure the co-operation of other organizations of railway employees. To secure such aid and assistance we must strike from our obligation the clause which prevents us from resenting any and all grievances imposed upon us. While we by no means wish to agitate or foment a strike, we firmly believe that this part of our obligation is a detriment to us, and is the main cause of preventing our accomplishing any good whatever. This clause stultifies us in the eyes of railway officials, and all orders of respectability everywhere. Now, therefore be it

*Resolved*, First, That every Division of our Order should have a Legislative Committee to look after and secure the passage of such laws as will in any manner benefit us, and all laws detrimental to our interest should be opposed, and where such laws now exist, we should resort to every honorable means in our power to have them changed; we should work to secure the co operation of the B. of L. E., the B. of L. F., and the B. of R. R. B., and other organizations of railway employees who are in sympathy with our effort to elevate our condition as railroad men. Be it further

*Resolved*, That every Division of our Order should have a Grievance Committee to investigate and report to the Order all grievances of our brothers, that immediate steps may be taken to adjudicate the difficulty in the best possible manner for all parties concerned. Our motto should be, "An injury to one is the concern of all." Be it further

*Resolved*, That the railway conductors and engineers should be licensed by the government of the United States on the same basis as steamboat captains, pilots and engineers are licensed. We believe this would serve as a safeguard against employing incompetent men in train service, and also to keep the standard of ability and wages at a maximum figure. Be it further

*Resolved*, That in every State there should be a law to protect railway employees; that where an employee is injured through the carelessness of a fellow employee, or by any defect in the track, rolling stock

or machinery, the company should be held responsible for damages, and in case of loss of life or limb as above stated, the matter should be speedily and definitely settled by the railway company. Be it further

*Resolved*, That there should be a law making it a penal offense for any railway official to "Blacklist," or any way to follow up an employe for the purpose of preventing him from obtaining employment at his profession elsewhere. The law should give the injured person the right to recover damages from the railway company where such injury originated. Be it further

*Resolved*, That we as a Division are dissatisfied with the management of the general affairs of the Order; our chief executive has utterly failed to suggest or accomplish anything calculated to advance or in any way benefit our cause as railway employes. Our Order is like a ship at sea without rudder, sail or mast, drifting upon the mighty rocks of Dissolution. We believe the time has come to assert our manhood, and with firm resolve strive to accomplish some good, and we would like to hear from other Divisions, hoping they may be able to suggest something for the good of the Order. Brothers, please give this matter your early attention, and let us hear from you as soon as convenient in P. F.,

Approved by Executive Committee.

D. C. GILF, C. C.,  
and Chairman.

As will be seen by the circular itself it conveys the idea that it is a circular issued by the Division, that a committee appointed for the purpose reported the resolutions, the Division adopted them and directed the issue, and while the MONTHLY does not wish to say that it was intended that those who had received it should understand that it was the result of an action by the Division, it certainly does so, the first sentence saying that "a majority of the members of Division No. 36, has decided to address the brothers of the Order." It is officially signed by the Chief Conductor of the Division, and so far as it purports or represents to be an action of Division No. 36, it is a misrepresentation. Had the brothers who issued this manifesto sent it merely as their personal opinions, there would be less to censure, and had they made it a general message to all Divisions instead of a "private message" to particular ones, they would not have subjected themselves to a charge of a secret assault on the chief officer of the Order. The Division appointed a committee to consider the matters touched upon and report to the Division. The committee drew up, printed and sent the circular on their own responsibility, and it was not a paper emanating from the Division at all.

It is true that they disclaim all intent of making any attack on any one, and also claim that the circular was not a secret one, but that it was mailed to all, and that one of the first copies mailed was to the Grand Chief Conductor. If it was intended that all Divisions and members should read the circular, it is very unfortunate indeed that so many miscarried, for the fact remains that no copy was received by the Grand Chief Conductor from Division No. 36 until after he had requested that a copy be sent to him, and a majority, if not all of the balance of the grand officers have not yet received a copy from either Division No. 36 or those who issued it, while there are numerous Divisions that have not yet received a copy. The first copy received at this office was forwarded by a Division secretary nearly, if not quite a month before a copy was procured from Pueblo. No one would deny to these brothers the right to their opinions, or the right to present those opinions to other members, but they certainly should be careful not to do it in such a way as to cause suspicion that they are trying to conduct a secret intrigue or to cause misunderstanding as to the origin of the opinions. We recommend the authors to read carefully the laws governing the B. of L. E., and see what their present position would be if they had been members of that organization when their message was issued.

It has been repeated since the late union meeting at Rock Island, that the Grand Chief Conductor was in favor of the movement to eliminate from our laws and regulations, all in regard to strikes and the letter from Bro. Gile on another page in this issue would seem to indorse the idea that such was the case, but it is not. The Grand Chief Conductor is not in favor of any change in this regard, and has not been and has not changed the opinion held by him for several years past in regard to it.

With this we leave the matter, and hope that all personal feeling that may have been engendered by it may soon be buried in the dead past. There is much that might be said

in regard to the subject matter of the circular, but we do not deem it necessary or expedient to argue the question now. Certainly we shall decline to believe that any considerable number of conductors wish to range themselves on the side of disorder, and until it is an accomplished fact, we shall decline to think that the Grand Division of the Order will ever serve notice on the public that it intends to take that side without actually intending to do so.

Since writing the above we have been shown (have not received one) another circular from Division No. 36, which states that "in consideration of an editorial which appeared in the April MONTHLY" a number of resolutions were adopted, the first of which proclaims that the Division "do adhere to every word contained in our private circular," and deprecates the action of the MONTHLY in trying to place them in a false position. Our authority for stating that the circular was issued under a misunderstanding was an official letter now on file in this office bearing the seal of Division No. 36, and was written by instruction of the Division, which states that "the private message was not intended as an official document but was simply an informal expression of the ideas of a certain number of members, and the only action taken by the Division was the appointment of a committee." Next, as a matter of course, they "condemn the open letter \* \* \* a gross insult to Bro. D. C. Gile" and "indignantly repel the foul charges." They "condemn the article appearing on page 220 in the April MONTHLY as false in every particular." In regard to this we have a copy of the minutes of the Rock Island meeting which with sundry letters from Bro. Gile himself, will be produced at New Orleans to enable delegates and members to judge for themselves as to what is "false." In conclusion, we ask those who have received this last circular from Division No. 36, to read it in connection with a letter appearing in this number of the MONTHLY, and draw their own conclusions. Bro. Gile accuses us of suppressing anything unfavorable to the Grand Officers. We publish his letter which came too late for the April number. We publish the famous "message" which can hardly be construed as favorable to the Grand officers, and we have requested both the Chief Conductor and Secretary for permission to publish the Division circular, but at this writing have no reply.

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### ABOUT PREMIUMS.

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The premium we have offered during the coming year, is one well worth your study. Some of our subscribers are already learning that it is a very simple thing to save the cost of THE CONDUCTORS' MONTHLY on a very small purchase through the ECONOMY CLUB, and some will save during the year \$10—\$25—\$50 or \$100. We believe it safe to predict that any subscriber to THE CONDUCTORS' MONTHLY will find that the MONTHLY costs them *less than nothing*, and believing this, we feel warranted in requesting our friends to call the attention of all railroad men to the MONTHLY, and explain the advantages to be gained by them by becoming subscribers. You cannot obtain a membership to the ECONOMY CLUB in any other way for less than \$1, and it is certainly worth it. If so, the MONTHLY would only cost you extra 25 cents. From the way the subscriptions come in, and the complimentary letters we receive, we believe THE CONDUCTORS' MONTHLY fully worth all we ask for it, and if so then the certificate of membership to the ECONOMY CLUB would not cost you anything. Now we believe that a few friendly words from our present subscribers will in a short time double our list, and may we expect that you will give this matter your consideration? We shall endeavor in every possible way to make the CONDUCTORS MONTHLY entirely worthy of your patronage, and having adopted a plan or premium which makes it not only possible but probable that the total amount saved by our subscribers through the ECONOMY CLUB will greatly exceed the total amount paid out by them on subscriptions, we have just reason to believe that our list will be doubled during the coming year. See special offer by the ECONOMY CLUB on another page. A very few names may win this prize.

## MENTIONS.

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—A public installment of officers with a printed programme was one of the features the organization of Division No. 212.

—Among those in attendance at New Orleans will be Mrs. Genter Parks nee Miss M. McLaughlin. Gent was married at Easton, Pa., March 23, and of course cannot go so far away alone so soon.

—Bro. F. H. Pease has settled in Kansas, and is now train master on the Denver, Memphis & Atlantic Railway. The MONTHLY joins in congratulations and extends best wishes for future prosperity.

—James Lavin of No. 3, and C. E. Wheeler and M. J. O'Meara of No. 119 are lost, and are hereby notified that if they don't find themselves soon and notify the secretaries of their Divisions trouble will ensue.

—Bro. Campbell calls our attention to a misprint in his communication in the MONTHLY where he is made to say that the Y. M. M. B. A. will hold their next meeting in Duluth. It should be Detroit, Mich.

—Bro. J. G. Dyas has left El Paso, Texas, and located at Clifton, Arizona, where he is employed on the Arizona & New Mexico Railway. He is somewhat lonesome out there at present, and wants to hear from some of the boys.

—Bro. F. A. Wheeler, of Division No. 120 is now a full fledged druggist, having engaged in the drug business at Hegewisch, Ill. He reports a good trade and there are many of the brothers who will hope that he may make the proverbial profits and sell a store full of goods every day.

—A correspondent from Crestline, Ohio, proposes that a subscription be raised to erect a monument over the remains of Alfred G. Black, and indicates his willingness to contribute. We think there would be no difficulty in accomplishing the object if the Ohio Division should start the matter.

—St. Paul Division No. 40 held their annual ball at the Hotel Ryan, April 13, and if the party was as much of a success as the invitations, they certainly had a train load of enjoyment. The MONTHLY has no correspondent at St. Paul so we are obliged to guess the result. We think we are safe in saying it was a success, however.

—Bro. E. D. Nash, C. C. of St. Albans Division No. 24, wishes copies of the MONTHLY for February, March, April, May, June, July, August, September, October, November and December, 1884; February, April, May and December, 1885, and any reader who has them and will dispose of them will confer a favor by writing Bro. Nash.

—We are sincerely gratified to be able to announce that Bro. R. H. Hudson, the genial passenger agent of the A. & W. P. Ry., is again out among the boys. Bro. H has had a long and serious illness and now he almost wants all the members in Montgomery to be sick so he can show them something of his appreciation of their kindness to him.



—Brother H. N. Goodall, the able and efficient Secretary of Division No. 31, fell from his train on Monday, April 4, and broke his leg. One of Bro. Goodall's brakemen was fatally injured the same day. Truly he has his share of bad luck. We hope, however, soon to record Bro. Goodall's complete recovery.

—Bro. Jas. E. Barker, whose son was killed while on duty as brakeman on the G. C. & S. F. Ry. wishes to express his sincere thanks to Mr. J. N. Phillips and Bro. G. A. Helm, superintendent and trainmaster, for their kindness to himself and family in their affliction, both of the gentlemen doing every thing in their power to aid and assist him.

—A member of Division No. 79, who signs himself "A Kicker" wants to know what is the matter with that Division that they cannot support a correspondent for the MONTHLY; says he is away where he cannot attend the meetings and wants to know who the C. C. is and promises that they will get a "roasting" from him if they don't "brace up" soon.

—Bro. M. G. Pumphrey, a member of Division No. 2, fell from his train on the 'Frisco Line' at Wichita, Kan., March 27, breaking his left arm and severely bruising his shoulder. We have heard nothing from him since the accident, but in common with his many friends, sincerely hope that he is recovering rapidly and will soon be on duty again.

—The Fat Men's Club of Jersey City met Saturday evening to sign articles of incorporation. All went well until President 'Ras Lewis approached and leaned his mighty arm on the table holding the documents. The President's 410 pounds wrecked the table and it required the united efforts of the club to gather things up.—*Ex.*

There was a wreck when 'Rastus became a member of the Order.

—The many brothers who have met at the last two sessions of the Grand Division the genial "Friendly Hand" member, Bro. A. H. Cutter, will be pained to learn that a grievous affliction has fallen upon him, Mrs. Cutter having become insane. Trusting the trouble may soon pass away the MONTHLY extends for itself and in behalf of numerous friends, sincere sympathy.

—We note that Colorado and Wisconsin have enacted so-called "blacklist laws." Those who are clamoring for additional legislation on this and kindred matters should be exceedingly careful in regard to them or they may learn to their sorrow that the engineer is sometimes hoist with his own petard, and they will undoubtedly learn that it is difficult to enact a law that will apply to others and not to themselves.

—Bro. Peter Stump of Division No. 52, erstwhile telephone operator, rises to object to the "compulsory membership" plan proposed by our Montana correspondent and makes one good argument against it, at least. Some Divisions support a "sick benefit association" among their members and among them, Division No. 52, and Bro. Stump denies the right of the Order to compel him to surrender his right to that benefit after aiding in its support for years. Want of space prevents the publication of his letter.

—We are in receipt of an elegant illustrated catalogue of railroad supplies issued by the enterprising house of Hart & Duff Hat Co., of St. Louis, Mo., and they will be glad to send it to any one who will send address to them. They are an enterprising liberal firm, and any one in need of anything in their line should write them. It is getting

about time for the boys to provide themselves with straw caps again and the Hart & Duff Co. make these a specialty. By the way, note the Wheaton, Coman and Daniels' lanterns.

—A member who is in a position to know, being an officer on one of the largest lines of railway in the United States, writes us in a private letter that it is forced to his knowledge every day that there is not the feeling between the members of the Order generally that there should be, that in many places there is entirely too much jealousy and bickering and that Divisions are not careful enough in making new members, all of which is absolutely true, and this is simply to advise members that the officers by whom they are employed, notice these matters as well as themselves.

—It was a little too bad that Parsons Division No. 6 should send us an invitation to their third annual ball and in view of the present circumstances, suggest by an engraving the method of reaching Parsons. No doubt the youth and maiden represented made it in due time although barefoot and scantily clad, but we can't do it, and instead of sending this reminder they should have sent a first-class ticket; without that we are compelled to attend strictly to business. If it was not for the law, Pooh Bah might go to the dance and enjoy himself as much as Nankipoo and Yum Yum instead of sitting away over here on account of the law.

—Our readers are cautioned against sending any money, or having anything whatever to do with the Voltaic Belt Co., of Marshall, Mich., whose advertisement appeared in the January MONTHLY. They are frauds and scoundrels. The advertisement came to us through a reputable agency, and we supposed they were all right or it would not have been inserted. Any of our readers who may be in need of any electrical or magnetic appliances should correspond with the United States Insole Company, of which Bro. E. B. Carr is president. The MONTHLY will guarantee them honorable and liberal treatment by this company.

—The RAILWAY CONDUCTOR'S MONTHLY for April, opens with a historical sketch of our well-known and respected townsman Deacon W. S. Sears, prefacing the same with a most excellent and faithful portrait of the genial railroader. They might have added that he is a deacon of the M. E. Church and a Democrat from way back, but no old fossil. By the way, if we were a railway conductor, we should hardly know how to get along without the official organ of the brotherhood, the CONDUCTOR'S MONTHLY, which is only \$1.25 per year and which is filled with much that is of interest to railroad men generally. —*Adrian (Mich.) Weekly Press.*

—We regret to be obliged to chronicle the withdrawal of the appointment of Mr. Rickard to be railway commissioner of New York. The Senate committee delayed action on this nomination as it has on others made, and Mr. Rickard's name was withdrawn. The members of this committee will undoubtedly learn that there are several railway employes in New York who are not bound to party and will remember facts hereafter. It seems to be a partisan move on the part of the majority of the committee to keep a partisan in the place. We do not know the politics of Mr. Rickard but presume of course that he is a Democrat or he would not be appointed by Gov. Hill. We venture the assertion, however, that he is not enough of a politician to hurt either him or any one else and certainly his support is non-partisan. Gov. Hill has now nominated the K. of L. candidate and we will see what the august committee will do with this nomination. Railway employes in New York that know what their party references may be should see to it that if any member of this committee should ever again ask their suffrages, they are as effectively "hung up" as the nomination of Mr. Rickard was by them.

## LEGAL.

Edited by R. D. Fisher, Indianapolis, Ind.

### CXXVI.

*Refusal to Pay Fare—Cause of Arrest—Assault and False Imprisonment.—Return Ticket.*—Action for assault and false imprisonment. The evidence showed that the plaintiff entered the defendant's train at L., intending to go to S. He had previously ridden with the same conductor. On this occasion, when the conductor asked for his ticket, he offered a ticket of the defendant corporation which read "L. to S. and return," on which he had already ridden from L. to S. on a previous day. The ticket was refused by the conductor and demanded fare. The plaintiff replied that he had no money, but offered the ticket again with a promise to pay his fare at night. The conductor, who was a railway police officer, informed him that if he did not pay his fare he should arrest him, or have him arrested on arrival at S., and allowed him to retain his seat. On arrival at S., plaintiff was pointed out by the conductor to an officer who arrested and imprisoned him upon the complaint of the conductor for evading the payment of fare. Trial was had—the conductor being a witness—and an acquittal followed. This action is for damages

*Held,* That where a train conductor, instead of arresting a passenger who refuses to pay his fare at once, and taking him into custody in his capacity as a railroad police officer, causes him to be arrested by officers at the next station, the arrest, if unlawful, was an assault and false imprisonment by such conductor.

*Held,* That the statute does not authorize an arrest by officers not present when the offense is committed, upon complaint by a train conductor, and such an arrest is therefore unlawful. Defendant's exceptions overruled and the general verdict for plaintiff approved.

Kruelevitz v. Eastern Ry. Co. Mass. S. J. C. Jan. 5, 1887.

**NOTE.**—It was conceded that plaintiff had no right to ride a second time over the same direction upon the ticket. Under the statute the conductor alone was authorized to arrest and detain the plaintiff. If he failed to do this no officer could arrest him at S., without a warrant, after his arrival at the end of his journey.

### CXXVII.

*Railroad Ticket—Special Contract—Condition Binding—Ejection—Action for damages* on account of being ejected from defendant's train. On appeal, affirming the trial court decision, it is

*Held,* That where, upon the sale of a round trip ticket with coupons attached for passage over two roads, a special contract was made to the effect that the passenger should sign his name in Jacksonville, Fla. (the terminal point of the trip), before the agent there, before he could return on the ticket, such special contract controlled; and if the passenger failed to sign as agreed, the company had the right to eject him. This being done politely by the conductor, the ejected passenger was not entitled to damages.

Moses v. East Tenn. Ry. Co. Ga. S. C. 10 Cent. L. J. 398.

### CXVIII.

*Train Service—Mixed Train—Ignorant Conductor—Ejection—Damages \$400 for Five Minutes.*—The plaintiff purchased of the company at one of the stations, a first-class ticket, and took passage upon a mixed train, composed of freight and passenger cars, the conductor of which, upon taking up said ticket, gave plaintiff a card on which said conductor had written the number of the station to which plaintiff was to be carried,

and the initial letters of said conductor's name. At an intermediate station, said plaintiff left said mixed train, he having been assured by the conductor thereof that said card was as good as his ticket, and would be received by the conductor of the express train then due, which would arrive at his destination sooner than said mixed train, the brakeman of said mixed train invited the passengers to get out and go to the depot and be ready to take the express train. Plaintiff did so, but the conductor of the express train refused to accept said card, and upon his refusal to pay fare, caused him to be put off of the train at night, and not at a station or house; plaintiff walking for five minutes when the mixed train came along and took him aboard again and carried him to his destination.

*Held*, That plaintiff was entitled to damages for his said ejection, though said card was merely the private mark of the conductor who gave it, the latter having induced plaintiff to make the transfer should have provided him with a stop-over check, with which he was provided, and should have known that the company was not in the habit of carrying passengers from a mixed train upon the express train, on the private check of the former train's conductor, but only on the regularly authorized stop-over checks of the company which were equivalent to the original ticket.

*Held*, That the damages in the sum of \$400 were not excessive.

Toledo, Wabash, Etc., Ry. Co. v. McDonough. Ind. S. C., 53 Ind. 289.

#### CXXIX.

*Common Carrier—Unlawful Ejection—Wounded Feelings, etc.—Conductor's Mistake—Suit for damages.* The ground of action is that the plaintiff having bought a ticket entitling him to a passage on a train over the company's road from L. to O., was while on such passage, compelled by the conductor under threat of violence to leave the train before he arrived at O. The reason given by the conductor was that plaintiff's ticket entitling him to a passage from N. to R. only, and not to O. The conductor had taken up the ticket and the train had passed R. when the ejection took place.

The defense set up was that the conductor honestly supposed the ticket was for R., and acting upon this mistake in good faith; therefore the damages, if any, should be for actual damages alone. On appeal, the court

*Held*, That where a railway passenger who has bought a ticket is unlawfully ejected from the train, he may recover damages for the indignity and consequent injury to his feelings.

*Affirmed.*

Delaware, etc. Ry. Co. v. Walsh, N. J. C. N. of Er. Dec. 1896.

*NOTE.*—In this case the plaintiff recovered \$500 for being compelled to walk two miles. That he was unlawfully ejected was conceded; but the rule is that where damages for acts of indignity are sustained, more than the mere requirement to leave the train is required to constitute an aggravated circumstance. It has been held that where a dispute arises between a passenger and the conductor, and there is an evident misunderstanding, and no violence is used, and no special circumstances of indignity, it is the duty of the passenger, if able to do so, to pay the exacted fare and rely on his remedy to recover it back, rather than to force the conductor to expel him with a view to sue for damages for a wrongful ejection.

See Hall v. Ry. Co., 9 Am. & Eng. R. R. cases, 348. Ry. Co. v. Cole, 29 Ohio St. 126. 3. Wood Ry. 1439.

#### CXXX.

*Carrier of Passengers—Ejection at Station—Company Regulation.*—Action for damages by a passenger who insisted on being left at B. where the conductor told him the train did not and would not stop; and when the train reached A. the last station at which it stopped this side of B., the conductor demanded of him the fare from B. to C., a station beyond where he insisted upon being left, which was refused by the passenger, and the conductor put him off at A. On appeal, affirming it was

*Held*, That the conductor was justified in his acts and no damages could be recovered.

Logan v. Hannibal, Etc., Ry. Co. Mo. S. C.

*NOTE.*—The weight of authority goes far to prove that the rule is to rely largely upon the published regulations of the company as to the stopping of trains, and that passengers are required to inform themselves in relation thereto. In the case of Ry. Co. v. Applewhite, 52 Ind. 533, it was held that it is the duty of a person to take a passage on a railway train to inform himself when, where and how he can go or stop, according to the published regulations of the railroad company, and there is no remedy for the consequences against the company. So it was held that where a passenger was informed by the ticket agent that a certain train would stop at a certain station contrary to the published regulations there could be no recovery.

See Ry. Co. v. Nuzum, 60 Ind. 533. Ry. Co. v. Randolph, 53 Ill. 510.

#### CXXXI.

*Sick Passenger—Fare—Agreement to Pay—Reversal.*—Plaintiff recovered \$400 damages in the lower court on complaint of an alleged unlawful ejection. The evidence showed that the plaintiff was sick, and that he entered the defendant's train in company

with a friend, and when fare was demanded his friend tendered a ticket, saying, "Here is a ticket for two." It was a single ticket, however, and his friend assured the conductor that he would borrow the money from a friend who was expected to board the train at the next station. After passing said station the conductor again demanded fare, and plaintiff's friend went into the next car, after the conductor informing him that the fare must be paid before passing the next station. At the next station said sick passenger was removed, and after the train had proceeded, the plaintiff's friend came in to pay his fare, the conductor taking 65 cents, amount due for distance ridden; but when informed that plaintiff had left the train, he insisted on paying his fare to the destination, and demanded that the train be stopped and the sick man taken on, saying to the conductor, "You are a cold hearted man and have no charity in your soul; that he would have given his watch as security rather than left his sick friend." The conductor replied that he had had ample time and opportunity to have done so.

From an overruling of a demurrer to the evidence this appeal is taken.

*Held*, That a conductor of a passenger train has a right to require a person who does not pay his fare to leave the train. Where a passenger rode to his destination on a single fare paid by him, and agreed to pay the fare of a fellow passenger from money he intended to borrow from a friend on the train, and failed to do so, but offered the fare for his fellow passenger to the conductor after the fellow passenger had been ejected, the conductor was justified in then refusing the tendered fare, and in action for damages no recovery can be had.

Judgment reversed.

Schuler v. Railway Co., Mo. S. C. Dec. 6, 1886.

NOTE.—The fact that a passenger is sick is no excuse for non-payment of fare, and sickness and anguish of mind are not admissible as evidence nor an element of damages in actions of this kind. See 74 Mo. 153. 71 Ill. 391. Price on R. R. Ed. 1831; and 74 Mo. 147.

### CXXXII.

*Train Service—Rules of Company—Agent's Practice*—Action for damages by plaintiff who purchased a ticket for a station where his train stopped occasionally, but not regularly, and when informed by the conductor that the train would not stop at his station, and that he would be carried by to the station beyond, and at the same time demanding the fare to such station, which was refused, was expelled even before reaching the station for which his ticket had been purchased. The trial court decided that the conductor was justifiable in expelling him, and from this finding and judgment he appealed.

*Held*, That where persons intending to travel by railway are expected to inform themselves by time tables and notices, or by inquiry as to the trains they must take to reach their destination, and if a mistake is made not induced by the company, and which could have been avoided by diligence as to inquiry, *no redress can be had against the company*.

*Held*, That the mere act of a ticket agent in selling a ticket for a certain station shortly before the departure of a train in the direction of that station, does not amount to a representation on the part of the company that the train will stop at the station for which the ticket was sold.

*Held*, That where the ticket was marked, "For this day and train only," was not of itself a representation that the particular train would stop at the stations named in the ticket.

Duling v. P. W. and B. Ry. Co. Md. St. of App. Jan. 12, 1887.

NOTE.—It has been universally held that a passenger having a ticket, or a stop-off ticket, cannot require a train to be stopped at a station not on its time table. 71 Pa. 432. Further, a railroad company is not bound by a conductor's agreement to let a passenger off at a station at which the published regulations of the company do not allow the train to stop.

See Ohio, Etc., Ry. Co., v. Hatton 60, Ind. 12.

### NOTES.

Where a passenger is rightfully ejected, after the train is stopped for that purpose, he cannot regain a legal right to passage by tendering fare while being put off, or upon re-entry after ejection, acquire a right of passage.

Harris v. R. R. Co. 9 Lea (Tenn.) 180.

A passenger is not justifiable, and should not resist the conductor in his efforts to eject him, even when the conductor is in the wrong. To do so is contributory negligence and mitigates damages.

Brown v. Ry. Co. 7 Fed. Rep. 51.

## In Memoriam.

PERRY, IA., April 8, 1887.

Inclosed you will find an announcement of the death of Celia D., wife of Bro. Geo. Covey. This notice is taken from the columns of the *Perry Chief and Pilot*, and I consider it a fitting tribute to the memory of this most estimable wife and mother. She left a little child but a few days of age. At this writing there is every indication that the motherless little one will live to be a solace to her grief-stricken father in the future. Bro. Covey is a member in good standing of Perry Div. No. 84, O. of R. C., and by his upright conduct since his residence in this city, he has endeared himself to all with whom he came in contact, and in this his day of affliction he has the sympathy of all. Bro. Covey had the lumber on the ground and was just commencing the construction of a home: but death so ruthless and merciless, visited them almost without warning. Bro. Covey belongs to the K. of P. Atkins Lodge No. 135, and to the B. of R. B. at this place. All the societies to which he belongs have taken resolutions of condolence.

C. W. L.

**"Covey** —Died, at the home of her parents, Mr. and Mrs. Capt. Haskins, in Perry, on Saturday morning, April 2, 1887, Cecilia Haskins, wife of George Covey.

"Last Saturday morning when the above announcement was made, there seemed to be an unusual sorrow to come with it.

"Mrs. Covey was 18 years, 9 months and 26 days old. She was married to Conductor George Covey, June 5, 1886. Her sickness was only for a few days, and the sudden "turn of the tide" that took her life away, was so unexpected that no one was prepared to hear of her demise.

"Cecilia was so well known in Perry that all we might say of her would not add to her womanly worth, and the universal admiration in which she was held. The large gathering of friends at the home, at the church, the following to her last resting place, the floral tributes, all told in silent language of the estimation of her worth.

"The remains were taken to the church under an escort of bearers chosen from the Grand Army Post, Masonic and Knights of Pythias Lodges, and followed by a large representation of the same lodges, and almost the entire order of the Ladies' Relief Corps. At the church Rev. Jones spoke feelingly of the departed, and endeavored to lend words of comfort to the afflicted.

"The blow is a sad one to the young husband, who is now left without a companion, that was not only dear to him, but to the almost heart-broken father and mother, the sister and brother; if there is a comfort, may it come to them in their severe affliction."

**Duble**.—At a called meeting of Britton Div. No. 138, O. R. C., March 17, 1887, the following resolutions were unanimously adopted:

**WHEREAS**, It has pleased the Grand Chief Conductor of the universe, to call from labor to rest our beloved Past Assistant Chief Conductor, Francis H. Duble, who died Thursday morning, March 17, after a lingering illness of four weeks, and

**WHEREAS**, It is befitting for us on this occasion to offer our tribute of love to our departed brother, and words of condolence to his family. Therefore be it

*Resolved*, That while we bow in humble submission to the will of our Master, we none the less mourn the loss of our brother, who has so soon been called to join the unnumbered dead.

*Resolved*, That by the death of Bro. Duble, Britton Division No. 138, O. R. C., has lost one of its brightest jewels, the B. and O. R. R. Co. one of their best and most trusted engineers, the community a respected citizen and the grief-stricken wife and children a devoted husband and father.

*Resolved*, That we tender our heartfelt sympathy to the family of our deceased brother, and commend them to Him who doeth all things well.

*Resolved*, That a vote of thanks be tendered to the officers of the B. & O. railroad for their liberality in furnishing us a train to Auburn and return.

*Resolved*, That as a mark of our respect the foregoing resolutions be placed on the records of our Division and published in the *Garrett Clipper and Herald*, and the *Order of RAILWAY CONDUCTORS' MONTHLY*, and that a copy of the same be presented to the family of our deceased brother, and as a further mark of our esteem and love, that our charter be draped in mourning for the space of thirty days.

N. W. BLACKBURN, JAMES DUNCAN, J. C. MILLER,

Committee.

**Graves.**—WHEREAS, It has pleased the Grand Chief Conductor of the universe to remove from our midst on March 4, our beloved brother, Joe Graves; and

WHEREAS, It is but just that a fitting recognition be adopted; therefore be it

*Resolved*, That Terre Haute Division No. 92, has lost a friend and brother whom to know was to love, and while we bow in humble submission to the will of Divine Providence, we deeply mourn the loss of one who in the prime of his manhood has been suddenly removed from among us.

*Resolved*, That the heartfelt sympathy and condolence of this Division be tendered to the relatives of our deceased brother.

*Resolved*, That our charter be draped in mourning for a period of thirty days.

*Resolved*, That a copy of these resolutions appear on the minutes of our Division, and in the RAILWAY CONDUCTORS' MONTHLY; also in one or more of the Terre Haute papers.

C. KEARNEY,  
F. H. BAGG,  
L. M. HOUGH,  
Committee.

**Gifford.**—WHEREAS, It has pleased the Grand Chief Conductor of the universe to remove from our midst Mrs. S. C. Gifford, wife of our beloved brother, S. C. Gifford, and

WHEREAS, It is but just that a fitting recognition be adopted. Therefore, be it

*Resolved*, At a union meeting held at the hall of Rock Island Division No. 106, representing thirty-seven (37) Divisions of the Order of Railway Conductors, that we extend to Bro. S. C. Gifford our heartfelt sympathy in this the hour of his great sorrow, and express the hope that He who tempers the wind will be with and comfort him; and

*Resolved*, That a floral tribute be sent to Bro. Gifford as an expression of our brotherly feeling and affection in this hour of affliction, and a copy of these resolutions be sent to Bro. Gifford; also a copy furnished for publication in the RAILWAY CONDUCTORS' MONTHLY and the newspapers of the cities of Rock Island and Davenport,

WM. KILPATRICK, Chicago Div. No. 1.  
GEO. J. JOHNSTON, LaCrosse Div. No. 161.  
A. G. WHITE, Ft. Scott, Div. No. 165,  
Committee.

*Rock Island, March 20, 1887.*

**Keeley.**—Once more in our history the angel of death has invaded our ranks and robbed Star City Div. No. 137 of a member, Bro. Wm. Keeley, who was an emp. of the C. & W. I. Ry., who was instantly killed in the discharge of his duty on March 14, 1887, at 1:40 P. M. In his death Div. No. 137 lost one of its worthy members, and the C. & W. I. Ry. a faithful and trustworthy employe. Therefore the following resolutions were adopted March 20.

*Resolved*, That to the grief-stricken family we extend our condolence and heartfelt sympathy in this the hour of sorrow. We can only refer them to Him who promises to be a husband to the widow and a father to the fatherless, and whose loving care will protect all those who put their trust in Him.

*Resolved*, That we cherish his memory sacred as a faithful friend and brother.

*Resolved*, That our charter be draped in mourning for a space of thirty days.

*Resolved*, That a copy of these resolutions be sent to the grief-stricken family, and that they be given to the LaFayette papers and CONDUCTORS' MONTHLY for publication, and that they appear on the minutes of our meeting.

W. W. WENTZ, Sr.,  
J. C. LANGHAM,  
O. W. CLARK,  
Committee.

**McAteer.**—Since my last, death has again invaded the ranks of the Order in this section of the country. This time in the person of Bro. S. A. McAteer of Div. No. 143, Harrisburg, Pa. Bro. McAteer died suddenly of heart disease while in the discharge of his duty as conductor in Harrisburg yard. Although a member of Div. 143, he was a resident of Altoona, and frequently met with us in the Division room. He had been employed by the P. R. R. Co. for a period of twenty-seven years—twenty years of that time as conductor. He was a man of strict integrity, and of him it can be truthfully said, "His word was as good as his bond."

The writer made his first trip as brakeman with him, and by his death has lost a warm personal friend. He leaves a devoted wife and five children to mourn his death, and to them we can only say, "God doeth all things well."

*Altoona, Pa., March 21, 1887.*

**Reed.**—It is with sincere regret that I am compelled to inform you of the death of Bro. John C. Reed of Union City, Ind., one of our most respected members. He was run over by a switch engine while in the discharge of his duties at Union City, Ind., March 28. He lived one hour and ten minutes, retaining consciousness, and conversing with his family until the last moment. The funeral took place at the Presbyterian Church, Friday, April 1, attended by a large number of citizens and the G. A. R. Post of Union. Bros. Hicks, David, McCutcheon and myself attended from this city.

The floral offerings were numerous and elegant, especially a floral passenger coach presented by the Bee Line employes.

Bro. Reed joined our association May 28, 1875, holding Certificate No. 35. He attended the Fourth Annual Convention held at Chicago, and every other one since, except the Sixth held at Boston, Mass., and then was detained at home by the sickness of his wife. At the Eighth Annual meeting held in Baltimore, Md., 1882, he was elected second vice-president, and last year was chairman of the Committee on Constitution.

By the death of Bro. Reed the association has lost a very useful and efficient member; the church of which he was a member, a most conscientious and zealous worker; the railroad company a worthy yardmaster; the city of Union an exemplary citizen; the G. A. R. an hon-

ored comrade. His wife a kind and loving husband, and his children an affectionate and indulgent father.

To his grief-stricken family I tender to them in behalf of the association, our most sincere and heartfelt sympathy.

JOSEPH SANGER, Y. M. M. B. A.

**Res.**—Bro. J. W. Shea, a charter member of Monon Div. No. 89 died at New Albany, Ind., April 9, 1887. At a regular meeting held at Falls City Hall April 17, a committee on resolutions was appointed and presented the following:

**WHEREAS**, It has pleased the Grand Chief Conductor of the universe to call from us our late brother J. W. Shea. Be it therefore

**Resolved**, That in the death of Bro. Shea, Monon Division No. 89, sustains a loss that can never be replaced; his parents an affectionate son; his brother and sister a loving brother, and the community at large a gentleman who was respected by all.

**Resolved**, That the heartfelt sympathy of this Division be extended to his relatives in their affliction.

**Resolved**, That resolutions be placed in full upon our minutes, and a copy be sent to the editor of the RAILWAY CONDUCTOR'S MONTHLY for publication. And be it further

**Resolved**, That a copy of these resolutions be sent to the relatives of our deceased brother.

C. G. BUSH,  
H. A. HENNIG,  
J. G. DUGAN,  
Committee.

**True.**—The death of Joseph H. True which occurred April 8, 1887, at his home in Buffalo, N. Y., deserves more than a passing notice. Mr. True was born Jan. 9, 1832, at Furnace Hollow, N. Y., where he lived until he was 15 years old. He came to Buffalo in 1852, and in 1860 engaged with the Buffalo & Erie Ry., now the L. S. & M. S. Ry., as traveling passenger agent, which position he occupied until the day of his death, making twenty-seven years' continuous service with one company, and was doubtless known to more people than any traveling passenger agent in the United States.

Mr. True was one of the most genial and agreeable of men who counted his friends by the thousands; his integrity was worthy of emulation, his honesty unimpeachable, his kindness and charity as boundless as it was unostentatious, his life rich with good deeds. What nobler heritage can man leave than this? Mr. True leaves to mourn his loss besides the widow, two daughters, Mrs. Chester Bickenstaff and Hattie M. True, and one son, Joseph W. True. The funeral was largely attended from the house, No. 200 Clinton street, April 12, by the Masonic fraternity and Knights of Honor, of which societies Mr. True was an honored member, besides a large body of railway men.

The following lines, "In Memoriam," were written by Mr. D. S. Wagstaff, who was for several years a conductor on the U. P. Ry., and is now in the employ of the G. A. Ry., as traveling passenger agent. They denote ability and possess merit in no small degree, and emphasize the fact that conductors can do many things besides run railway trains. Kindly give this space in the May MONTHLY and oblige.

H. S. C.

### In Memoriam, Joseph H. True,

BY D. S. W., TRAV. PASS. AGT.

Gone from our midst, e'en as a star to set,  
Forever shining on the nether things of earth,  
Leaving behind the memory of a life, without regret,  
The bright refulgence, given by good deeds, a birth.

His life an ever-present struggle for the right;  
A shining mark to guide us on our way;  
A star indeed, that ever shed a kindly light,  
And lent its brightness, be it night or day.

Could we thus live, to leave it without stain,  
Our measure would be full, our life well spent,  
No sorrow in a fond adieu to joy or pain,  
Nor aught but hopefulness, from heaven lent.

Adieu, dear friend, but not good-bye for all,  
We'll ne'er forget your face nor grasp of palm.  
We'll treasure up your deeds, as manna fall,  
And pray to live as well through storm and calm.

**Veitch.**—At a meeting April 10, the following resolutions of respect were offered in memory of William Wallace, beloved and only son of Bro. W. M. Veitch.

**WHEREAS**, It has pleased the all-wise Ruler to lay his hand in heavy affliction on the family and home of our dear brother, W. M. Veitch, taking from him in so terrible a manner without a moment's warning, his only and beloved son, William Wallace. Therefore, be it

**Resolved**, That we, the members of Randolph Division No. 29, hereby extend our sincere and heartfelt sympathy with Brother, Mrs. Veitch and their family in this their sad hour of sorrow and bereavement, and the secretary is hereby instructed to have those resolutions published in the CONDUCTOR'S MONTHLY and the Ottawa Free Press, and a copy forwarded to Bro. Veitch. Signed on behalf of Div. No. 29.

W. O. WASHBURN, C. C.  
P. CADIGAN, Sec. Pro tem.  
W. C. WRIGHT, Sec. and Treas.

Brockville, Ont., April 10, 1887.



# THE RAILWAY CONDUCTORS'

## MONTHLY.

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Volume IV.

CHICAGO, ILL., JUNE 1, 1887.

No. 6.

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*CARROLL A. MILLARD.*

The subject of this sketch was born in Tioga county, Pa., in 1838, and began railroad life as a fireman on the Susquehanna Division of the old "Erie" Railway on Sept. 20, 1852. He was employed on an engine numbered 84, that was then known as "Plank Road," from the fact that her

driving wheels were seven feet and six inches in diameter, and the space between the spokes was filled with blocks of wood. This engine hauled the way passenger train between Elmira and Binghamton, N. Y. Mr. J. Finch was the conductor. The compensation for firemen was then ninety cents per day. He was employed as fireman for three years and six months and was then promoted to engineer on the same division, in this capacity served the company for thirteen years. Mr. Millard was then promoted to passenger conductor. Mr. Millard while connected with the company served them in nearly every capacity but that of Superintendent, and was found faithful and efficient in all. Bro. Millard joined Elmira Division No. 9 in 1881, and was soon after elected its Chief, and so continued until he entered the service of the B. C. R. & N. Ry. at Cedar Rapids, when he resigned, withdrew and became a member of Valley City Division No. 58, and at the next election was made Chief Conductor. He represented Elmira Division No. 9 at the annual meeting held in Buffalo and St. Paul, where he was elected a member of the Insurance Committee, and served his term, and is now a prominent member of the Grand Division. There is no brother in the whole Order that is better known than Bro. Millard, and there are none in the State of New York who deserves and receives more credit than he for his work for the Order in that State particularly, and the Order generally. Always the same hale, hearty, happy Cal., as he is familiarly called by young and old. His friends are legion, for no one can truly say he ever knowingly wronged a person in his life. He at present has charge of the passenger business of the Kekuku Lake Navigation Co., at Penn Yan, N. Y.

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### SERMON.

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Luke III; 14, "And what shall we do?"

By special request we print the following sermon which was preached by their request to the Columbia (S. C.) Division of the Order of Railway Conductors, in the First Presbyterian Church, Columbia, Sabbath night, May 1, 1887, by John L. Girardeau, D. D.:

We are told in the context that while John the Baptist, the great herald of Christ, was preaching in the neighborhood of the Jordan the people asked him, saying: "What shall we do then?" His answer was, "He that hath two coats, let him impart to him that hath none; and he that hath meat, let him do likewise."

"Then came also publicans to be baptized, and said unto him, Master, what shall we do? And he said unto them, Exact no more than that which is appointed you. And the soldiers likewise demanded of him, saying, and what shall we do? And he said unto them, Do violence to no man, neither accuse any falsely, and be content with your wages."

And now gentlemen of the Order of Railway Conductors, you have been pleased to come to me and ask me to preach to you. As a minister of the gospel, may I not understand you, representatives of a special class of society, asking of me, as certain classes did of the Baptist, And what shall we do? So construing your request I shall endeavor in these remarks to furnish a partial answer at least to that inquiry.

A few preliminary thoughts are submitted to your consideration.

Had you invited me to deliver to you a secular address, on a secular occasion, and in secular place, the train of my remarks would naturally be very different from that which will be expected in a sermon preached amidst the solemnities of the Lord's day and the sanctities of the Lord's house. It would be appropriate under the former circumstances to depict in flattering terms the importance, the weight, the numbers of your widespread organization, covering as it does the whole of the United States and the Dominion of Canada; to paint in glowing language the bright future that opens up before it, as its corps of eleven thousand members, with an annual accession of about a thousand, promises to incorporate into itself the major part of the forty thousand men in those two countries who are of like occupation with yourselves, and to expatiate, with an enthusiasm suited to the theme, upon its benevolent purposes—the support of your disabled brethren, and the generous assistance proposed to be rendered to the families bereaved by their death.

But speaking to you from the pulpit as a preacher of righteousness, I am in great measure restricted from entering upon those topics, however tempting they may be, and impelled by the sanctions of the holy office of the ministry to address you counsels concerned about your moral obligations and the spiritual benefit of your souls. Your profit, not your entertainment, is the legitimate end of this service.

Let me therefore premise that while, on the one hand, your courteous invitation that I should discharge this office for you imposes upon me a reciprocal obligation to speak to you in terms of the utmost respect and affection, the sincerity of one who ought not to handle the Word of God deceitfully may lead to a plainness of speech which may seem to be at variance with that obligation. Should that appear to you to be the case, I hope you will acquit me of any wish or intention to utter discourteous censure, and impute to me a simple desire to fulfill my duty to God and to yourselves.

Let me further say, by way of introduction, that I have deemed it best not to discuss before you any one subject—as would be proper were I called upon frequently to address you, but, as this service is novel and exceptional, to ask your attention to some practical considerations, of a miscellaneous character, cognate to the nature of your vocation.

Having said this much of a prefatory kind, I go on to offer some re-

marks upon your moral duties, your spiritual dangers, and the religious lessons which your mode of life very obviously suggests.

1. Your notice is cited to some of the moral duties which are peculiarly pertinent to your calling.

It must be observed that when we speak of specific duties which grow out of the relations we sustain to our fellow men, there is a paramount duty of a fundamental, radical and all-comprehending nature which is presupposed by them—the duty we owe to God. All moral obligation supposes a moral will which is entitled to oblige. The supreme will which obliges is that of God. As His creatures we are by the very conditions of our being subject to Him who is our Creator, Ruler and Judge. We did not make ourselves. He originates our existence, and therefore challenges in us the right of a proprietor. He owns us, owns us absolutely—soul, body, powers, time and eternity. He owns our service, by no voluntary contract of our own, but by our birth. And as he is a being of infinite beauty and loveliness, excellence and glory, as his servants our first duty is to love him supremely, and to render to him that spontaneous service which springs from such a love. “Master,” inquired a lawyer of our Lord, “which is the first commandment of all?” The answer was, “Hear, O Israel, the Lord our God is one Lord, and thou shalt love the Lord thy God with all thy heart, and with all thy soul, and with all thy mind, and with all thy strength; this is the first commandment. And the second is like, namely this, thou shalt love thy neighbor as thyself. There is none other commandment greater than these.”

The rejoinder—as true as it was beautiful—of the candid interrogator was, “Well, Master, thou hast said the truth; for there is one God, and there is none other but He; and to love Him with all the heart, and with all the understanding, and with all the soul, and with all the strength, and to love his neighbor as himself, is more than all whole burnt offerings and sacrifices.” And remembering that when we had alienated ourselves from His service by our voluntary rebellion, He paid the transcendent price of His Son’s most precious blood to redeem us sinners, we cannot, without denying the truth of the gospel history, fail to see that the motive to love and obey Him is of the most absolute and exhaustive character. Supreme before, it is, to use a solecism, supremer now. While then we owe veritable duties to our fellow men, they find their basis in the duty we owe to God, and derive their genius from it. Viewed in connection with our duty to Him the smallest obligations, the least important offices to our neighbors, are lifted into the highest moral significance and characterized by an eternal sweep; while apart from this relation the faithful discharge of the most commanding human trusts have in the estimation of God no spiritual character whatever. Such duties are the products of self-interest, the suggestions of a worldly prudence which rises not even so high as conformity

with the maxims of an Epictetus or a Seneca. In the great day of accounts, when all human actions will be weighed in God's scales, none of them, according to our Saviour's express statement, will be worth anything which were not founded in our love to Him.

I would, therefore, first of all impress upon you the necessity of being reconciled to God through faith in His Son, in order to the acceptable performance of the duties which originate in the relations of life you sustain; duties which, without this, will be at last reduced to naught but the dust and ashes of the grave.

2. But coming now to special duties, I ask attention in the first place to those which you owe to the corporations of which you are agents, and to the public whose precious interests of life and property are largely committed to your care.

The moral principle which rules in your relations to the companies in whose employ you serve is faithfulness in fulfilling the engagements of a contract. Into that contract you are not forced to enter. You act voluntarily and in the exercise of free choice. You are neither born into this relation as one of hereditary servitude, nor enlisted into it by military authority. It is your own free election. But having of your own accord formed this relation and entered into the contract which it involves, you are bound by the resulting obligations, so long as the other contracting parties are true to theirs. Taking this plain view of the matter, I would say to you, as the Baptist said to the soldiers who approached him, "Be content with your wages." If this exhortation was relevant to the case of those who were performing duty enforced by military power, much more is it so in the instance of those who freely stipulate to discharge it.

It has been said that the conflict between capital and labor is the fret of modern society. The problem of their relations to each other, and the method of adjusting them, is unquestionably one of the great and pressing questions of our times. The resistance of labor to the alleged oppression of capital, like a volcanic force, is ever and anon bursting out into eruptions which threaten society with perpetual agitation. The concentration of immense moneyed interests, with their consequent power, in the hands of a few, and the rapid multiplication of the classes who depend for their bread upon daily toil; the ceaseless tide of immigrants pouring into this country from the restless elements of the European continent, with its enormous importation of socialistic and communistic theories; the tendency of a population increasing with amazing rapidity to crowd at commercial centers, and to over-packed great cities; the obtrusive subtraction of labor from agriculture and its undue accumulation upon other industrial pursuits, gorging them to a repletion which makes the strife for bare living an agony—these, and other facts which might be noted, present a whole complex of conditions upon which a possible struggle is imminent that may more than tax

the wisest statesmanship to settle. To this picture ought to be added the consequences which must accrue to this Southern country from the removal of African slavery and the revolution of our economic interests which has followed in its wake. Whatever may be said of the desirableness or the necessity of this gigantic upheaval of our domestic institutions, it is certain that while it lasted slavery acted as a displacer of those agitating causes to which allusion has just been made. Now that it is gone the flood-gates are open for their introduction. They will come in, they are coming in more and more. The conflict disturbing other sections from which we have hitherto been happily exempt will soon be upon us, and it becomes every patriot to contribute what influence he can to the arrest of a tendency which, as with an index finger, points to anarchy on the one hand, or on the other to an absolute military despotism.

Into the general question of the relation of labor and capital and the best method of conciliating them when conflicts between them emerge, I am for obvious reasons precluded from entering. These facts, phenomenal to the slightest observation, have been adverted to for the purpose of emphasizing the moral obligation, which in view of them I conceive to rest upon those whom I now address.

Undoubtedly the agents of a corporation have rights which ought to be respected, but they are rights defined, checked and limited by the terms of a voluntary contract, and although it has been said that in Europe the "freedom of contract" is to a great extent merely nominal, the same cannot be asserted in regard to this country. When, therefore, a difference occurs between the parties with respect to the rate of compensation for services rendered, it is more than questionable whether resort should be had to measures which are popularly known as "strikes." They are grounded, if I mistake not, in an untenable principle—the coercion by persons employed of the will of their employers in the management of their own property. In the event of dissatisfaction on the part of the former, it would be the dictate alike of justice, good sense and expediency to adopt other and more temperate measures than one which has sometimes resulted in physical conflict and the shedding of blood, and generally terminates unsuccessfully to those who employ it.

I barely allude to another and an obvious consideration, which reinforces the views that have been submitted. The dead-lock which takes place when one of these issues is made with a railway corporation affects public interests injuriously. The transportation of goods and the flow of travel are arrested; and in this way those who are in no sense parties to the controversy and are entirely innocent of all blame are made to suffer, in some instances, it may be, disastrously and irreparably.

This point need not be urged, as it has only to be stated to commend itself to the instinctive sentiment of justice. There are circumstances, it is

true, which may qualify this general statement—such as that in which a force of operatives may think themselves justifiable in withdrawing from all relation to a company. I have not, however, the time to discuss these qualifying circumstances. I speak of cases in which the attempt is made to retain the relations, and the issues are fought out within them.

I have learned with pleasure that the course advocated in these remarks has been adopted as the settled policy of your Order. Let me exhort you to maintain it resolutely against the temptations to its abandonment which will probably put it to a strain. Go on in adherence to the principle with which you have auspiciously begun your career, and your association, as it swells in proportions, will attain to the enviable reputation of being a conspicuous specimen of conservatism, a distinguished exponent of order, and a firm defender of law. It is emphatically an age of guilds and unions, and it will be an honor for yours to wear such a crown amidst the many bannered host. Called, as you are, by the nature of your vocation to be the curators of human life and property, you could not gracefully flaunt the red ensign of revolution and anarchy. Friends, one of the greatest dangers to the peace and prosperity of this country is latent in these great unions and brotherhoods. The tendency is to unity between them all, and could they be consolidated under a generic headship, and wielded by some supreme genius of organization in the interest of a leveling theory, a yawning abyss would open up before the institutions of this land. Especially will this danger threaten should they, in the excess of independence, cut loose from the sanctions of Christianity and cast off the fear of God. The peril would be a re-enactment of the godless experiment made by the French in the latter part of the last century, who, not content with dethroning an effete human despotism, attempted in their madness to storm the throne of God. Even in such a contingency the country might be redeemed, but it would be through a sea of blood. You are not serfs, you are men who have rights and will dare maintain them; but should it ever be thought necessary to assert them, be restrained, I beseech you, within limit imposed by respect for law and reverence for God.

3. Let me, in the next place, inculcate upon you, as officers in charge of railway trains, the duty of cultivating the virtues of temperance and courtesy. No effort is required to convince you—since you yourselves must feel it—that the responsibility entailed upon you by the almost uninterrupted committal of human beings to your conduct and human life to your care, cannot well be exaggerated. The souls on board of your trains are, under God, helplessly dependent upon your knowledge and skill, your coolness, promptitude and courage, together with the same qualities in the engineers who are associated with you. They can, from the nature of the case, take no thought for their own safety. They surrender themselves into your own hands, and rushing through the darkness of night, over

swamps and trestles, chasms and rivers, confide their lives to your charge. Abdicating self-government and remitting to you all counsel for their protection, they are for the time the obedient subjects of the little empires of your trains. What a charge! For the conductor of a train so freighted to paralyze his brain and nerves by alcoholic drink is to render himself liable to the crime of murder—wholesale murder. One act of even partial inebriation may launch souls into eternity in the twinkling of an eye. A single instance of thoughtless indulgence may stamp upon its perpetrator the stain of an indelible criminality. But enough! It cannot be necessary to dilate upon this subject. It speaks for itself in tones of deepest thunder.

While the need of courtesy in a conductor cannot be compared with that of temperance, it ought not to be overlooked. He will continually have under his care the sensitive and delicate, the sick and infirm, tender women, and little children. It were commonplace to say, that their comfort while traveling will largely depend upon the considerate kindness and the gentlemanly courtesy of their guides. Politeness is as beneficent as it is cheap. The pleasure it confers is in inverse ratio to the effort it costs. The habit of command, however, is apt insensibly to beget a seeming sternness or even harshness of manner which may be truant to the real feelings of the heart, and against this unconscious tendency it will be needful for you to guard. I say not these things by way of rebuke, but of exhortation, for I take pleasure in testifying to an experience which has induced the persuasion, that as a class conductors are not chargeable with the faults touching which these cautions have been uttered. It was a noble sentiment which was recently expressed to me by one of your number, that it would be among the purposes of the Order to cultivate in its members a tone of feeling that would render the relations of a conductor to his passengers similar in purity and courtesy to those subsisting between a minister and his flock, or a physician and his patients. Let that be the spirit of your Order, and aside from its benevolent functions it will discharge an office of incalculable value.

I pass on to notice the spiritual dangers to which your calling exposes you, and I shall have time only to signalize two of them.

You are subjected to the danger of neglecting the ordinances of religion and the public means of grace. This is one to which the conductors of passenger trains are especially liable. I need not particularly explain what is here meant. Your own experience will furnish the exposition. What I desire, with all the solemnity I can command, to urge to your attention is the infinite importance of attending upon religious ordinances, and the ruinous consequences which must flow from their neglect. I do not now dwell upon the consideration—which yet is tremendously true—that they are imposed by the authority of God, and that to despise them is to treat His awful majesty with contempt. But I plead for the



welfare of your own deathless spirits. I do not deny that one may be saved, having some knowledge of the gospel, who is debarred by circumstances over which he has no control from access to the church and the public means of grace. But when they are accessible there is no surer sign that a man has no religion, and is treading the broad road that leads to destruction, than his passing them by with disregard. They are God's appointed instrumentalities for saving the soul, and he who contemns them forsakes his own mercies and puts his eternal salvation in peril. Seize, I implore you, seize every available opportunity for attending the public services of God's house, or the less formal exercises of the social prayer meeting, with more eagerness than you would a cluster of diamonds or a nugget of gold. Say not when "off duty" we must rest. You cannot be "off duty" in respect to your never-dying souls, and thus to rest in time is to be tossed upon the ever rolling billows of an eternal unrest.

The other danger, allied to this, is the habitual violation of the law of the Sabbath. Habitual, I say, for there are occasional emergencies upon which necessity or mercy may warrant work on the Lord's day. Were I addressing representatives of the companies you serve, I would be compelled to speak more pointedly than to you. I pity those of you, from the bottom of my heart I pity them, who are reduced by the requirements of great corporations to the hard alternative of electing to break God's law or to relinquish their present means of subsistence—requirements which like two-edged swords cut into soul and body alike. There is no necessity for the government to transport its mails on the Sabbath. Why, it is asked? Because there never can be any necessity habitually to violate God's law. There is no necessity for railway corporations to transport the mails on the Sabbath. Why, it is asked? I will answer with the Christian apostles before the Jewish council, and with the Pagan Socrates before the bench of his Athenian judges: Because "we must obey God rather than men." The United States government is great, it is very great, but it is not greater than the Almighty God. And every well-wisher of this country should contribute his influence to induce its allegiance in this matter to God's authority. It cannot ultimately prosper if that allegiance is refused.

But can a corporation, or an individual agent of a corporation, roll off upon other shoulders, however broad, responsibility to God in this solemn business? "Each one must give an account of himself to God." It is true that there may be special circumstances in which one divine law takes precedence, for the time being, of another divine law; as when in the dread exigency of war the command, "Thou shalt not kill," gives way to the command to "obey the powers that be," requiring their subjects to inflict death upon the invaders of their country. But there is no analogy between such peculiar and occasional cases and that in which the law, "Remember the Sabbath day to keep it holy," is ordinarily habitually and unnecessarily infringed.

You, my dear friends, must settle this question between yourselves and your God. I confess my inability to see on what competent grounds you can settle it in favor of an habitual violation of His law. Necessity will be pleaded; but duty to God requires sacrifice, and the sacrifices we make in His service are usually more than repaid in this life; but if not, then, as in the case of those made by the Christian martyr, heaven will be an ample and everlasting compensation.

It is not unlikely that you will differ with me touching this matter. In that event, while I cannot propose any alternative as a substitute for what seems to me to be duty, I would say: At least labor to produce a growing sentiment in your extensive organization, leading to legitimate efforts, which, added to those of your affiliated Brotherhood of Locomotive Engineers, and those now making by a respectable body of the Christian public, may, with the Divine blessing, induce a change in the policy of the general government, and of railway corporations, in relation to this subject. In this I have the concurrence of the intelligent gentleman who brought to me your courteous invitation; and to this cause you would be naturally prompted by the love of home, and a just regard for your bodily welfare.

Let me, before leaving this point, respectfully ask you to examine, in the light of God's word, the question of the obligation to keep holy the Sabbath, and to settle it in view of your appearance before the bar of the Judge eternal; and let me remind you that the consideration of your present and temporal, as well as future and immortal interests should restrain you from a desecration of the day.

It remains only to indicate some of the religious lessons suggested by the nature of your employment.

You can hardly fail to be impressed by the great truth of God's special providence, and to be sensible of your daily and peculiar dependence upon it. All of us are dependent upon it for life and breath, and all things. It is a precious, a most consolatory, reflection that our frail mortal life, fitly represented by the Scripture as the fleeting breath of our nostrils, is in the care of the Almighty and merciful Being who made us, of the keeper of Israel, who never slumbers nor sleeps. And it is still more comforting to know that the administration of providence is by the eternal Father, intrusted to the hands that were once for us nailed to the accursed tree, but now wield the scepter of universal rule; that Jesus, our Saviour, is our providential supporter and protector, holding in His power all the elements and forces of nature, and all the wills, the purposes and the acts of men. What weak, mortal, sinful child of dust is there who would not avail himself of so tender, so powerful a defence against the dread contingencies of life? Yes, all of us are dependent upon this providence, which numbers the very hairs of our heads, registers every breath we draw, and determines the fatal moment when the last shall be expired. But there are those who from their

mode of life are especially exposed to danger, and hold to existence by an obviously precarious tenure. The traveler across a vast desert infested by hostile tribes, the mariner traversing the foaming surges of the ocean that now lift him toward heaven, now plunge him to ~~abyssmal depths~~, the soldier breasting the fiery tempests of battle—are they not especially dependent upon the providence of God?

And so the conductor of a railway train who, not occasionally, but continually, flies with more than the eagle's speed along those thread like and narrow lines, to veer from which one hand breadth to the right or to the left may be instant death—the conductor, who, to use his own expressive phraseology, “pulls out” from his car shed into the blackness of a wild and stormy night, when the elements are contending against man with flash and bolt and hurricane, and threaten to wreck the heavens and the earth—what can save him? The blaze of the headlight? The quick eye, steady nerve of the courageous engineer? On he goes with a roar like the earthquake and the swiftness of the gale; a sharp curve is reached. Look! A man, instigated by the malice of a fiend, darts from a neighboring thicket, quickly slips a log across the track, suddenly dashes back to his lurking place and disappears. What now can save our vigilant conductor and his cargo of human life? A switch is neglected at a siding, and the crash of the inevitable collision comes. What now can save him and his priceless freight? An unsuspected “washout,” a break in a trestle is before him, and he rushes on to it. What now can save him? What, but the Almighty and merciful Providence that holds him and his charge in the hollow of its hand?

Some years ago a train on one of the roads of this State was behind time at a way station. The engineer declared that he would reach on time his terminal point, or—the other world. It was not long before his locomotive plunged precipitately into a gap in a trestle. The iron work clamped him in. A fire broke out in the rear of the train and made its way to the front. The whole operative force was used in the endeavor to extricate him, but, alas, in vain! and his friends were subjected to the dreadful necessity of standing by and seeing him burned to death. Conductors, learn from this affecting incident a lesson. Restrain yourselves from profanity, and treat not the providence of God with contempt. If there be any men in secular business who need to feel their dependence on God, to pray to Him and to lead religious lives, you are the men. But if you trust in your own wisdom, profane the name of the Majesty on High, regard the Bible with indifference, and by a practical atheism challenge the judgments of heaven, mercy to others if not to yourselves would require you not to incur the tremendous responsibilities of your position.

The only other lesson to which time allows your attention to be directed is, that the very nature of your office suggests the want of a compe-

tent conductor for your own souls in their hazardous journey to the eternal world.

In comparison with the supreme journey all merely earthly journeys lose significance. It is not from one place in the world to another, but from world to world. It is through one state of being, transitory and mutable, to another state of being, everlasting and unchangeable. It hurries on, not to a railway station, a town or city, which may itself be submerged by a flood, shaken down by an earthquake, or swept away by a tornado, but to the crisis of existence and to an irrevocable doom. Starting from proximity to that cross on which God's well-beloved and eternal Son, for the expiration of human guilt, hung in sweat and tears and gore, in shame and anguish and death, it terminates in that awful group of consummate events—Death, Judgment, and the fixed assignment of an Immortal Destiny.

The dangers incident to it are not caused by the misplacement of a switch, the neglect of a dispatch, the snapping of an axle, or a material obstruction placed by malice on an iron track; they are the contempt of God's authority, indulgence in wicked habits, and the breaking down of character; the rejection of the tendered overtures of the gospel, unbelief in a crucified Saviour, despite to the spirit of all grace, and that neglect of the opportunities of salvation which if continued, will result in everlasting banishment from the presence of God and from the glory of His powers.

The possible disasters that attend it are not the loss of bodily life, but the loss of the undying soul; not the failure to reach an earthly city, but a heavenly—Jerusalem above, the city of pearly gates, of golden streets, of walls flashing with gems, of living waters and celestial fruits, of light inconceivable, outshining the sun, streaming in gushes of glory from the throne of God and of the Lamb; the City which hath foundations, whose builder and maker is God, which floods cannot overwhelm, cyclones cannot shake, shocks cannot jar, and the embattled columns of hell cannot storm, not a coming short of rest in a temporary home, the sublunary paradise in which the weary toiler finds a sweet, though short-lived respite from labor and care in the bosom of his family, but of rest in a glorious and eternal home, in the enjoyment of the beatific vision of a reconciled God, and the ineffable fellowship of the Father, the Son, and the Holy Ghost, in the society of the angels and the rapturous communion of glorified human spirits, and amidst all the supreme felicities which infinite love can bestow, and the capacities of finite being can receive.

For such a journey with such terminal points, characterized by such contingencies and liable to such disastrous results, where can a competent conductor be found? Ask you me, where? Lo, He stands before you! There He is—the commissioned Mediator between God and man, the anointed revealer of the divine purpose of redemption, the Incarnate Deity,

the sympathizing friend of the mourner and the unerring guide of the doubter, the atoning, dying substitute of the guilty, the risen victor of sin and Satan, death and hell, the triumphant forerunner to the gates of heaven and the realms of bliss! There He is—Jesus, the first and the last, proclaiming: All power is given to Me in heaven and in earth. I am He that liveth and was dead, and behold, I am alive forevermore, amen; and have the keys of the unseen world and of death!

Look upon the Great Conductor! Commissioned by divine authority, shining in heavenly light, possessed of infinite knowledge and infinite power, radiant with love to man, and graced with a pitiful courtesy that condescends to the weakest of the weak, and now that He has in body gone to heaven, represented, perfectly represented by the All-wise, Almighty Spirit of grace and compassion, He tenders His services as conductor to you as passengers from earth to "that undiscovered country, from whose bourne no traveler returns." Oh, if you will but accept His offer, believe in Him and commit your destiny to His hand, your passage to glory will be assured. Through night and storm, through weakness, perplexity and doubt, through temptations, conflicts and Satanic malice he will conduct you safely to the last station of eternal rest. Let me entreat you to believe in Jesus. Commit your undying souls to the guidance of Him who, as the Shepherd of Israel, leads His people like a flock, and comforts them with His rod and staff when they pass through the gloomy valley of the death shade. Soon, ah, how soon will you, conductors no more, be obliged to board the train of death, and the familiar but the portentous demand, "Tickets!" shall fall upon your ears. See to it, I beseech you, see to it that you will be able to present those which now you may buy without money and without price, and which, divinely stamped Heaven, will be certificates of safe passage to God's eternal Paradise.

Invoking upon you, my friends, every blessing of Providence and grace, and wishing your Order all success in the prosecution of its beneficent designs, I close by expressing the fervent hope that those who have mingled in these delightful but fleeting services may, life's perilous journey over, meet on Canaan's peaceful shore, and unite in the everlasting praises of the Lamb. Amen!

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### *EDUCATION OF MEMORY.*

FOR THE MONTHLY.

The faculty of memory is one that can be influenced by education far more than is generally imagined. The remark: "I always had such a poor memory," is a common one, but they who make it seldom reflect that they are largely responsible for the defects. Our present system of education, endeavoring to avoid the error of relying almost solely upon the memory

in the instruction of youth, have a tendency to go to the other extreme and greatly underrate its value. This seems certainly unwise when we consider the important relations it sustains to the reasoning faculties, and remember that no act of judgment can be passed without its aid. What a great advantage that clergyman, physician, lawyer, or indeed any professional possesses who can retain with an iron grasp the facts that daily come beneath his eye, and can at a moment's notice concentrate their light on any desired point. It is in early life that memory is most retentive and most susceptible of improvement. The old fashioned practice of teaching children to repeat literally portions of Scripture, hymns, choice selections of poetry, and various other lessons, is an excellent method of strengthening the memory but has now unfortunately fallen sadly into disuse. Many forget the facts they desire to retain because of listlessness and inattention.

Indeed some minds seem all the time but half awake. No wonder that any impression made upon them should be like a quickly fading cloud. Those facts which are most carefully noted at the time of their occurrence are most readily recalled by us and are remembered longest. We must learn to notice closely and "think hard" if we would have ready memories. Another method which is of great service in helping to fix facts in the mind is to classify them, to associate them with other facts already treasured in the storehouse of memory.

Lulled in the countless chambers of the brain,  
Our thoughts are linked by many a hidden chain;  
Awake but one, and lo what myriads rise!  
Each stamps its image as the other flies,  
Each as the various avenues of sense  
Delight or sorrow to the soul dispense.

Again, if we would have our memories serve us, we must rely upon them. The Earl of Chatham in his letters to a young nephew, advised him not to keep a private memorandum book but to accustom his mind to remember the little facts he would record in it. "The memory," he said, "is like a friend, who would be of no service to you if you are continually distrusting him." Though cultivation makes a wide difference among individuals with regard to ability in the exercise of this faculty, yet in some cases it seems to be a remarkably natural gift. We are told that Cyrus knew by name every soldier in his immense army. But Scipio knew all the inhabitants of Rome. Seneca could repeat in order, and accurately, two thousand words heard only once. It is said that Coke, the noted tragedian, committed to memory in eight hours the entire contents of a large daily newspaper. A young girl of fifteen, residing in Georgetown, Kentucky, learned by heart the entire New Testament in six weeks besides attending daily to various domestic duties. Lord Granville could repeat the same (that is the New Testament) from beginning to end in the origi-

nal Greek. William Hudtan, a somewhat original genius, in order to make an experiment on the memory, once divided a blank book into three hundred and sixty-five columns, according to the days of the year and resolved to write on every one an anecdote he had heard in early life, rejecting everything he had heard within the last ten years. To his surprise he was able to fill the entire blank with the exception of ten columns. But perhaps the most wonderful example is found in the case of a young Florentine, who died in the year 1714. He possessed a most insatiable passion for reading, and became familiar with nearly every book then extant in Europe. He seemed to have no taste for any particular subject, but read indiscriminately whatever came to his hand, and what was still more surprising, he was able to retain nearly everything he read till he became at length a living, speaking index of all the literature of the age. The learned consulted him when writing on any subject with regard to which they desired information, and he was always able to direct them to the books that treated on the matter, designating those which discussed it fully, and those which merely touched upon it. He remembered, not only the matter of the books, but also the place where they could be found, and by studying catalogues became familiar with the great libraries he had never seen. He became librarian to the Grand Duke, who one day asked if he could obtain a certain very rare book for him. "No sir," he replied, "for there is but one in the world, and that is in the library of the Grand Seigneur at Constantinople, and is the seventh book on the seventh shelf, right hand side as you go in." An author lent him a manuscript one day and sometime after it had been returned came to him with a troubled face pretending he had lost it. He professed to be in great trouble, and begged the Florentine to write down all he could remember of it. He accomplished the task, and returned it to the author without missing a word. Though we have this power of recalling that which is past we have no such power of forgetting. Themistocles, when being taught of memory said, "I would rather be taught the art of forgetfulness, as I remember those things I would not, but cannot forget those I would. But alas! there is no Lethæan spring which I may quaff and lay forever the haunting ghosts of bygone sins and sorrows. Still, what a merciful arrangement of Providence that we cannot recall the sensations of physical pain and sickness. We have only the general idea of suffering without the sting, it is only the impressions received through the two highest senses, sight and hearing, that are capable of being recalled. Noiselessly the foot of time steals on, and one of our earliest indications that old age is creeping on apace, is that this old friend begins to fail us. Not even the proudest and best cultivated intellects can stay his retreating footsteps. The great Sir Isaac Newton, when asked in his old age to explain some point in one of his mathematical works, made answer sadly: "I only know that it was

right once." The celebrated Duke of Monmouth, when descending the sloping hillside which led to the valley of tombs, would listen to the history of his campaigns read to him to beguile the weary hours, and as his interest in the story heightened he was wont to ask from time to time, his eyes lighting up with admiration and enthusiasm: "Who commanded?" Since we cannot forget at will any impressions once made upon the mind how important that we seek ourselves to "garner up sweet memories," and that we strive to fill the minds of our children with pure and lofty remembrances, which shall embalm our names in their hearts and with blessings, and shall surround them as a wall of defence when assailed by temptations in their progress through this life, to that life which is eternal beyond the grave.

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FOR THE MONTHLY.

*WHEN A CRIME TO FORGET.*

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When we read of that old command  
 Given to the sun and moon to stand,  
 We are not surprised at the demand,  
     That age and place  
     Of the human race,  
 Seemingly such help required,  
 Since that time the world has moved,  
 Man progressed, as it behooved  
 Him. And progressing proved  
     That legislation  
     Ignored creation  
 In some things to be desired.

Created man being often weak,  
 Always fallible and seldom meek,  
 A Saviour came for him to speak.

    Peter forgot  
     And owned him not,  
 Was ready his Master to forsake.  
 When we are to this referring,  
 We call his conduct only erring,  
 Cowardice was his deferring  
     Expected action  
     In mild detraction,  
 At the gravest, a *mistake*.

An officer followed by brave hearts,  
 Is charged with orders. He departs  
 Full of zeal, though from home arts  
     By his vocation  
     Causes separation;  
 Ardently he wants their approval,  
 Forgetting the hour, for him, designated

The foe to strike. He arrives belated.  
 Too late attacks. His men, ill-fated,  
     Many in vain,  
     Ruthlessly are slain,  
 For this *mistake* there's no removal.

A vessel arrives from a stormy trip,  
 Weather and cargo have tried the ship,  
 Repairs are needed ere she can dip  
     Into the sea  
     Successfully.  
 Report is made where necessary,  
 Many and great are the repairs,  
 The officer in charge has many cares,  
 Something forgets. Loss of life, who dares  
     Although in terror,  
     Call it an error,  
 "But an *oversight*," a grave one very.

A potentate in the land high,  
 Is asked for help, hears misery cry,  
 "Give to us food or we must die!"  
     By drouth and fire  
     They will expire  
 Without help comes from other source,  
 Busy in pulling political strings;  
 He faintly hears what the messenger  
     brings,  
 Delays, forgets. Death with swift wings  
     Over them hovers,  
     Till earth them covers.  
 No one even *whispers* a word of remorse.



A conductor starts, with coaches well filled  
 Long has he worked, well is he drilled,  
 Closely he looks where all freight is billed,  
 Having coaches and freight,

He gets somewhat late.

"Another train *may use some of his time*,"

Tickets, time, and passengers too  
 Make great demand upon him and crew,  
*That's no excuse*, 'tis acknowledged true,

In his great hurry

And mental worry

*He forgets orders and is indicted for crime.*

Gentlemen, in your wise legislation,  
 As you are making laws for the nation,  
 Do you think to improve your creation?

Infallible men,

Will be when

Man from this mortal body is free.

But as long as the body and brain

Are called upon to endure the strain

Devolving on men in charge of a train,

Possibly errors

Will produce terrors

Called crime by those who fallibly see.

S. E. F.

### DON'T KICK.

Here's a piece of advice I'll give to you  
 bub,

Old man, old woman or chick;

No matter what comes, no matter what  
 goes,

Don't permit yourself ever to kick.

If the world, as it gravely goes jogging  
 along,

Throws the thorns in your path, fast and  
 thick,

Dodge all that you can, and step on the  
 rest,

But of all things, I pray you, don't kick.

If you throw yourself into political strife,  
 And get hit with a political brick,

You will show your good sense by holding  
 your jaw,

And never once making a kick.

If you play for a winning and draw out a  
 blank,

And some other chap makes the thing  
 stick,

Just swallow the dose like a good little man,  
 And, for Heaven's sake, don't make a

kick.

Take things as they come, they'll be all  
 right in the end,

If you're hungry, rich, beggar or sick,

You'll only be wasting your valuable time,

If you use it in making a kick.

And if, in the end, when you pass in your  
 checks,

You're gobbled right up by Old Nick,

And go where they've got lots of fire and  
 no drink,

You'll be a darned fool if you kick.

—*Mort Wood, in San Francisco Post.*

To members of the Order, when things  
 don't go right,

And the acts of your Division make you  
 "sick,"

Don't go to the meetings, but give them a  
 slight,

And just settle back for a kick!

If your wages are low, and times very hard,

And the clouds in your path dark and  
 thick;

Don't make any effort to better yourself,  
 Except a very vigorous kick!

If the grand officers don't look to your  
 wants,

And don't help you to take every trick;

Don't stop to consider that you haven't  
 asked aid,

But make life weary for them with a kick!

If the MONTHLY don't suit your opinions  
 of right,

But travels the wrong road like "Old  
 Nick;"

Don't write a line to check its wild course

But show your "back bone" by a kick!

## LADIES' LITERATURE.

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Opinions and items of interest to women are invited for this column.  
Articles and correspondence must be brief and to the point. Address, "Ladies Literature," *RAILWAY CONDUCTOR'S MONTHLY*, Room 46, 115 Dearborn Street.

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### CHILDHOOD HOME.

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I am weary, let me rest  
Beneath this vine-clad bower,  
While childhood scenes o'er a soul oppressed  
Gambol with magic power.

Let me once more inhale  
The sweet exotics rare,  
While bitter memories fade and pale  
Like a bubble burst in air.

Let me scan the landscape o'er  
And from the distant hill-tops glean,  
The vision of a childhood hour  
That passed like a mirrored dream.

Let me dwell on the ties of a home  
That deep on my soul are impressed,  
Let me in remorse and repentance atone  
To the dear ones long gone to rest;

For age brings wisdom at the last,  
And wisdom is culture and gain;  
A regret for the wasted life past,  
That caused aught but sorrow and pain.

For this was my home in youth,  
And yonder green mound shrouds all  
Of those that reared me in honor and truth,  
But to see me dishonored and fall.

For the gilded palace of sin  
Was my dearest friend on earth,  
And firmly encircled by the drunkard's chain  
Time was fleet in joy and mirth.

With no thought or care, for future or past  
Or the mother who gave me birth,  
I clung with a vicious, earnest grasp  
To my murderer, man's eternal curse.

But past is the day, gone are the years,  
That are but a blot on the annals of time;  
I cannot recall them with prayers or tears,  
No use to repent, no use to repine.

My lease of life is nearly o'er,  
My loss is others' gain;  
May I soon reach the promised shore,  
Free from temptation my blank-life pain.

M. B. CAMP.

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ST. ALBANS, VT.

EDITOR MONTHLY:—Having seen in No. 4 where a Perry Station lady thinks that if the wives of various divisions would, they could make the MONTHLY more interesting, especially for ladies, I think they might, but few seem to take the hint. Well, as the mother's heart is the child's school-room, I will try and be of interest in writing to the MONTHLY the following: "Economy, Heavenly Teaching and Courtesy to Children."

First, Economy. As we all know that habits of extravagance are easily acquired but it is with no little difficulty that they are overcome, to guard most effectually against the formation of such habits, a child should be taught economy early in life, for then the mind is most susceptible of receive-

ing impressions that will be abiding and productive of either good or evil results. It is too often the case that parents furnish their children with money, manifesting little or no interest concerning the way it is spent. Indeed, many parents are themselves addicted to these self-same extravagances which they should teach their children to avoid. They ridicule the idea of economy being worthy of their consideration. They do not mean to drudge like slaves and hoard money for some one to inherit and enjoy after their death, they will tell you; but they intend to receive the benefit while it lasts. They worked hard to earn their money—let their children do the same. Is it to be wondered at if the children of such parents “spend their substance,” if not in riotous living, in some other foolish manner? But these short-sighted mortals injure themselves more than their children by such a course, for events may so transpire as temporarily to cut off their means of support, without their immediate prospect of being renewed, and, having made no provision for a “rainy day,” their conditions are far from being enviable. Not only should a child be taught to spend his money in an economical and judicious manner, but he should also be taught to lay aside a portion of it, thus inculcating in his youthful mind the first principles of economy. But this alone will not suffice; parents should eradicate from a child’s character all those elements which tend to create desires that will only be satisfied in after years by great extravagance.

That children differ in regard to spending, we are well aware. While many, having no restraint placed upon their acts in this respect, follow the impulses of their own immature judgment, and foolishly spend all the money of which they become possessed, others treasure it with a judicious care, that many an older person would do well to imitate. We would not have it inferred that we advocate denying children all pleasure and amusement, but they should be indulged in with moderation, lest the child become too attached to them, thereby being led into an extravagant expenditure of money. Although this will not necessarily induce an inordinate love of money, yet parents should ever be on the alert, and on the least indication check the growth of all such tendencies.

But teach a child to derive pleasure from the beautiful things God has given for the happiness of all his creatures, “which are had without money and without price,” and create within him a love for intellectual pursuits, and he will care but little for the mock pleasures of a butterfly life.

Heavenly Teaching is also very much indebted to children; its principles are implanted in the minds of the little ones more by influence than by direct precept, though both are needed. But the precept will be of little use without the influence. The cultivation of good, natural affections, which can be begun in early infancy, which probably is begun with the beginning of life, is of essential importance. The sphere of the house, the moral air they breathe, has a constant influence, by habitual exercise of

heavenly affections of the father and mother. It is preparing the ground for the reception of positive teaching, in drawing forth activities of a similar kind. In forming good habits, it has great power. Habits are only another name for character. They are therefore of the utmost importance. They are the basis for the superstructure of the whole subsequent life. Little children like to do something for others; they like to be useful, this is a character, as character is formed by doing. Their motives may not be very elevated, but when they are taught to be useful, their motives will rise, that is if led into the practice of it according to their ability. Leading children to be useful and love each other, is leading them to heaven.

Children have many evils to overcome; these may appear in various ways. They are nothing more or less but spiritual diseases, and should be treated as such. Many of them are hereditary, and they are no more to blame for them than they are for inheriting consumption or any other disease. When parents know their own faults they need not be surprised to see them appear in their children. Neither should they be angry with them for it, any more than for inheriting brown or blue eyes.

Parents are doing a heavenly work when they are endeavoring to cure their children of their spiritual diseases or their tendencies to them, and showing them good examples. We all should know that the family is an angelic nursery; the little ones all have capacities for becoming angels. If parents only looked upon their children as such, committed to their care to protect and to educate from the first stages of their existence, they would not regard the care of a family with so much apprehension and disfavor as many do now. When this work is entered into and carried on with right motives, it is angelic work, and the parents have the sympathy, aid and blessing from the Lord and his angels in so doing; and are also laying up stores for themselves in heaven.

Courtesy to Children. In these days nothing seems less likely to occur than that a child should be made to suffer [for the want of attention from its elders. It always grieves me to hear children's questions incorrectly answered or not answered at all, perhaps sternly silenced. This is what I call want of courtesy to children. The mistake is made so common with many parents, "It is no matter; she is but a child, and won't know the difference." And should the child make a mistake before company, she is then sternly rebuked, without any better way shown her. Being usually sensitive, this of course will make them appear more awkward and more liable to blunders than if kindly helped over the difficulty; and generally speaking lack of courage and timidity will always cling to them. Children (all parents know), are often very trying with their endless questions and teasing ways, for life in its way is a great and untried field for them to explore, and unless people are willing to patiently and lovingly consider their needs, they never ought to assume the responsibility of parent-

age; and if mothers could but realize how a sensitive child will cherish the memory of kind, considerate attention and an unmerited rebuke, and the influence it may have on all their future lives, I feel sure they would be more thoughtful in applying the idea of a

CONDUCTOR'S WIFE.

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In reply to my request in the April number, I received from Mrs. D. B. Williams, of New York City, a pretty tidy, a book on Art Embroidery, Pattern, etc., for which I wish to thank her through the columns of the popular and interesting CONDUCTOR'S MONTHLY.

MRS. FRED CAMP.

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LEBANON, IND., April 18, 1887.

In answer to the request of Mrs. Fred Camp of Div. No. 99, in the April number, I send the description of a crochet handkerchief case that we have found to sell very well at church fairs. The materials required are one spool of pale blue silk, fine steel crochet hook, three-quarters of a yard of lining silk, and four yards of No. 5 satin ribbon. Crochet a chain a quarter of a yard long and work on this crazy stitch until you have a piece three-quarters of a yard long, fold over one-eighth of a yard on each end for pockets, hem with the silk and crochet a shell border all the way round, thorough which lace the ribbon and fasten with a bow. The case is very pretty, and somewhat cheaper if done in Saxony.

Another. A good catch-penny for a bazar may be made as follows:

Fold an ordinary sheet of writing paper into five equal sections.

On the upper section write "Bait for gentlemen."

On the next one, "Open slowly, and read with care."

On the third,

"Go boldly on and do not fear,  
There is no hook to catch you here;"

On the fourth,

"But a pair of brilliant jet black eyes  
Which gentlemen so highly prize."

On the fifth section, which will be the last, should be sewn a pair of black eyes such as are used for dresses. Fold the paper with the eyes inside, and sell the little strips for five or ten cents.

MRS. WM. BUSINGER, Div. No. 103.

*Millbank, Dak.*

## FRATERNAL.

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All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY, 115 Dearborn Street, Chicago, Ill., plainly written on one side of sheet only, and they should reach the office not later than the 18th of the month previous to that in which they are expected to appear. *Name of Author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all Divisions. WM. P. DANIELS, Editor.

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GARRISON, M. T., May 8, 1887.

EDITOR MONTHLY:—I have noted with some regret the various comments of our members relative to Div. 40 allowing one of their members to become delinquent in the insurance association. If the members of Div. 40 erred at all, it was an error of the head, not the heart.

I know from personal experience that the members of Div. 40 are not the ones to hesitate about helping any member who may be in distress. Not long since, I was in St. Paul, Minn., in the hopes of obtaining the services of skilled physicians, on account of sickness in my family, and was of course under considerable expense. Some of the members of Div. 40 came around to where I was stopping, and said they didn't have much money in their treasury, but what there was I could have and welcome. I didn't happen to need it, but felt none the less obligated.

I can tell you, Mr. Editor, and you can go home and tell your folks, that in all our broad land, no more generous men exist than the members of the O. R. C. in St. Paul and Minneapolis, Minn. Some of the brothers have found fault with me for endeavoring to slander a member of the Order. Perhaps I was wrong, perhaps I wasn't, but it's no worse than making such a mournful wail about a dollar or so. It don't look any worse in the eyes of the public, and any way you know what the late Vanderbilt said about the public.

"Them's my sentiments," too.

MONTANA.

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DIVISION 176, CORNING, N. Y., May 8, 1887.

EDITOR MONTHLY:—Seeing nothing in your columns from Corning Division for some time, has induced your humble servant to give you an idea of what we are doing. We are still in existence, and progressing finely under the management of our new officers; working harmoniously, with a fair surplus in our treasury. We have had some changes lately. Mr. Ed. Blair has been promoted to a passenger train, made vacant by the resignation of Bro. Kreiger. Bro. Kreiger has gone into the confectionery business, but is still the same Harry of old. We wish him success in his

new enterprise. Bro. P. J. McGannon takes the place of Mr. Blair. Bro. Melvin takes the place of Bro. McGannon. Mr. Stoddard, freight agent of the C. C. & A. Division has been promoted to conductor in Bro. Melvin's place. There are eighteen crews in the chain gang, and business is on the wane. The boys begin to think they will have to try new fields or lie on their oars and wait for business to revive. This road has a representative on a journal called the *Gazette*, published at Toledo, who gives the readers of that journal all of the news weekly. In the issue of the 14th he styled us the "gentle kickers," but says "it's no use," and offers us condolence in the way of a "hope" that we will have better luck next time. It is gratifying to receive sympathy, but we feel as if he were adding insult to injury by his comments. We feel that it is our duty to quietly submit to the decisions of our superior officers, without the right to comment on them, especially through the columns of a journal. If he does not consider us worthy of promotion, we will have to wait until he does, or go where we can do better. In his issue of the 21st he has got things considerably mixed, and we would say if our opinion was asked, he had violated rule No. 1, and ask him to get the shavings out of his hair before his next issue, or he will be called upon for a new coat for the president of this road for his new name.

Hoping that the sun will continue to rise in the east and set in the west, and that while we remain employes of this company we will be able to live up to instructions, and that the Chemung River will still continue to flow down stream, and that promotions will not be quite so slow, and that we will have better luck next time, I am,

Yours in P. F.,

GENTLE KICKER.

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ST. JOSEPH, MO., May 15, 1887.

EDITOR MONTHLY:—As it is again nearing the time when all articles for publication should be forwarded to the MONTHLY, I will endeavor to drop in a few words for the benefit of its readers—that is, to let them know that Division No. 141 still enjoys a prosperous existence.

Of late we have been receiving applications for membership, and a number of new members have recently joined us, beside there are others soon to follow their example. We are now looking forward into what appears to be a prosperous future, and we hope that before the close of the year 1887 we shall see a great many names added to those already enrolled on our list of members. Nor is this all we hope for; we, as well as other Divisions, are now living in a state of suspense, anxiously awaiting the result of the labors of our brethren, now gathered in secret session at New Orleans. We are looking to see a great deal accomplished that will be for

the good of the Order, and we trust that we will not be disappointed. But as we cannot foresee what the result of the present session of the Grand Division will be, we will try and rest content until the return of Bro. McDonald with his report of the proceedings. Our worthy brothers, Heaton and Hayward accompanied Bro. McDonald to New Orleans to witness the proceedings of the Grand Division, and besides seeing what is going on in the Division room we hope they are having a good time and taking in everything in the form of pleasure that comes in their way; and we expect when they return they will come freighted with stories of their experience in the sunny South among the oranges, alligators and Creole beauties.

But, however good a time our brothers may have during their stay in New Orleans, we hope they will not come back until the work which they have gone there to accomplish is well done, and our Order lifted higher in the esteem of all who are watching our progress; and our insurance built up on a system of working that will better satisfy all members of the Order and induce many others to become members of the insurance, as well as members of the Order.

Let us hope then for good results, and when the present session shall have closed, and officers and members have gone to their respective homes, let us, as Order loving members, aid them in the work by fulfilling the law which they are now preparing for our government, and by so doing our Order will be built up and the names and members of many new Divisions will appear in our Division Directory before the Grand Division shall meet again.

And now, a few words in relation to the members of our Division, and I will come to a close. I notice that nearly all correspondents keep the readers posted in regard to the positions held by members of their Division, giving a description of their runs, etc., but as there are six different roads represented in our Division it is more than I can do to keep track of the runs of all our members, and therefore will have to leave that part of my correspondence undone. With regard to all brothers,

I remain, yours truly, in P. F.,

C. E. T.

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OGDEN, UTAH, May 11, 1887.

EDITOR MONTHLY:—You did not “sit down” on me quite as hard as I expected over my open letter. You think my opinions have been formed on *ex parte* evidence. In a subsequent letter to Bro. Wheaton, I gave my authority, and I tried to get reliable information. We, or I, still object to the permanent membership of the Grand Division. I object to the continuance of the laws governing the same, and would like to see them abolished and no more permanent members attached to the Grand Division. Permanent members have a vote, which is wrong. Why? The



regularly elected delegate of a Division might be instructed by the majority vote of his Division to support some measure distasteful to the permanent member of that same Division, and he, the permanent member, votes against the measure, thereby annulling the vote of the delegate who represents the majority of his constituents at home. Let each division send their regularly elected delegate and instruct him as to what they wish and then the voice of the majority will rule, and the minority will "yield a cheerful compliance to the will of a constituted majority." Your idea and mine as to what is east and which west, do not agree. We don't call any one a Western man who lives east of the Mississippi River. I see you do, but I am perfectly willing to join you in knowing no East, no West, no North, no South, in any matter of interest or importance to the Order, and I don't want you, or any other brother, to form for one instant the idea that I am ready or willing to allow any petty jealousy or distrust of any section to stand for a moment in the way of any move or action toward the advancement of our cause. I am willing to support to the best of my poor ability, any man that I can conscientiously think to be for the good of the Order. I am willing and anxious to work in any way to better our condition or advance our cause. I want to see the day come when satisfactory evidence of membership in the Order will be an "open sesame" to a conductorship in case there is a vacancy to be filled. When the personnel of the Order will be such that any member of the Order who may hold a position of trust or influence, can take any brother and recommend him as a reliable, competent man. When we will all be proud to take any member by the hand and say, this is my brother. To attain to this perfection the divisions must each put forth their efforts. Be careful who they admit to membership. Don't admit any one simply because he has been a conductor for two years. Elect to membership men of good habits, men of good moral character, men whom we will be proud of. This is a matter of vital importance, and committees can not be too searching or too careful before they subscribe their names as "favorable." The third resolution in the "message" from Division No. 36 I fully indorse, and believe could be accomplished by persistent and united effort. Please say to "Montana": I am proud of him for the expressions in the latter part of his letter appearing in the May MONTHLY. Good for you, Montana, go ahead; you are the kind of men we need. I think the communication from Bro. Willard of Division No. 40, good; and the rebuke he gives to some is well merited. Truly the MONTHLY is not the place to air discussions or feelings of disgust, and I hope the tendency to this style of writing will die a speedy death. Let us try to write so as to bring others to see our views by sensible argument, be conservative and confine our letters to something for the good of all, and exclude disagreeable personalities. The good of one is the concern of all. I shall try to do this

and say nothing to hurt another's feelings. And should I hear his good name assailed, I will defend him to the best of my ability.

With best wishes for all, and bright hopes for our bright future, I am

Yours in P. F.,

E. E. CLARK, Div. No. 124.

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ST. JOSEPH, Mo., April 17, 1887.

EDITOR MONTHLY:—Once again, and this the second time, I will venture to "bob up serenely" and notify the readers of the MONTHLY that Div. No. 141 still lives. We are still in working order, and at present we are doing just what other Divisions are probably doing—that is, preparing for the coming session of the Grand Division.

We are sensible of the fact that a great deal of work is to be done at the coming session, which is of the utmost importance, and in order to have the work well done it is essential that each Division representative should go fully prepared to do a share of the work.

Much has been said concerning the system of doing the work of the insurance department, and the prevailing opinion seems to be that there is something wanting in regard to making it a success; and it appears that no one has yet been able to determine what that something is. We often hear complaints from members of the insurance that they do not receive their notices of assessments. Second, notices are sent and not received, and so on until at last word comes to them that the means of support which they had prepared for loved ones in case themselves should be taken away, has been forfeited on account of non-payment of assessments. No doubt but what in some cases the non receipt of assessment notices is due to the fact that a member has changed his place of residence and failed to notify the grand secretary or local secretary of the change, but not so in all cases, for such complaints have come to our notice from members whose address has not been changed, and in such instances it is no more than natural that they should censure the grand secretary and claim that he had failed to send notices to them. However, we are not prepared, neither do we wish to lay the blame at the door of our grand secretary, but at the coming meeting, composed of the best material of more than two hundred subordinate Divisions of the Order of Railway Conductors, it seems that some system might be established which will forever do away with the cause of so much dissatisfaction, and place our insurance on a foundation that will make it second to none in existence. We have just received a circular from our grand secretary giving a statement of facts in regard to existing trouble, caused by the action of a few members of the Order, concerning the incorporation of the Grand Division. He encourages us to keep up our insurance, and in our opinion it would not be wise for

us to allow our insurance to run out, with the meeting of the Grand Division so near at hand. We believe also, that our grand officers are doing all they can toward making the insurance a perfect success, but as they cannot do it alone, let us as members of the insurance, as well as brothers of the O. of R. C., give them the help and encouragement which we ought to give. But perhaps it is best not to say too much, but await the result of the work of the Grand Division. We hope to see a great work done in regard to our insurance as well as in other branches of the work of the Order. We hope that at the coming session of the Grand Division an understanding of the work of the Order will be reached which will enable all subordinate Divisions to work in perfect harmony with the Grand Division and with each other. We sometimes think when complaints are made that the work of some of our grand officers is not well done, that perhaps their physical powers are overtaxed, and that more help is needed in their office; if so, we hope the matter will be reached at the coming meeting and assistance be given them if necessary to perform the duties imposed upon them.

There is but little time remaining in which to prepare for the work before us, but during that time let us keep our shoulder to the wheel and our best foot forward, and start a ball rolling that will never cease its motion until the work of the Order of Railway Conductors shall be placed before the eyes of all mankind as a monument of perfection.

Yours in P. F.,

C. E. T.

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3737 STANTON AVE., CHICAGO, ILL., March 23, 1887.

*Railway Conductors, Division 98:*

GENTLEMEN:—When health mantles the cheek and plenty abounds, it is an easy matter to manifest the outward forms of friendship, but when sickness comes and the wolf looks in at the door, it requires something more than sentiment to discharge the duties which rest upon us as the children of a common parentage. Ever since my marriage, the kindness which my family has met at your hands, has been such as to elicit the admiration of each member of it, but it was reserved for the dark hour of misfortune and death for your noble charity and disinterested friendship to display itself in its beauty and abundance. While my lamented husband was languishing upon a bed of pain, you ministered to his wants by a liberal contribution of delicate attention and substantial aid, and when he died it was you that gave his precious remains a decent burial. Since then the widow and orphan have not been forgotten, as many words of genuine sympathy and needed encouragement will testify; and to this day your gracious benefactions are following us and placing us under deeper and renewed obligations. Really your kindness has been heaped up, shaken down and running over. It were vain to attempt to thank you for all this, but I do want you to know

that your good deeds have not been thrown away upon unappreciative hearts, nor have you "cast your pearls before swine." We do thank you, oh, so much, and take courage. The recollection of so much and so noble kindness, implants hope within us, and we begin life anew. May your noble Order live on, and live forever, to dry up other tears, to bind up other bruised hearts and to gladden other disconsolate homes, is the prayer of those left behind. With sincere gratitude and respect, I am

Most truly,

MRS. R. H. MACFARLAND.

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MONTGOMERY, ALA., April 18, 1887.

EDITOR MONTHLY:—Inclosed please find two letters for publication in your next issue of the MONTHLY. One is from the devoted wife of our A. C. C., R. H. Hudson, who is just resovering from a severe spell of sickness. He is able to get around among the boys again, although he is still very weak, but we hope it will not be long before Bob is himself again, as we can ill afford to lose his services, being as zealous an O. R. C. member as there is in the country anywhere. The other letter is from the wife of our late brother, R. H. McFarland. I forward them to you by order of the Division, knowing full well that they are a treasure to any Division, for they speak for the good of our Order. You will please express to the ladies through your columns, the sincerest thanks of Div. 98 for their kind sentiments in regard to the Order in general.

It was with feelings of deepest regret that we were called on at our last meeting to accept the the resignation of our esteemed secretary and treasurer, D. D. Curran. While the loss is a severe one to us, it is gratifying to know that it is his gain. If there is anything in good wishes, he has plenty of them; and wherever he may cast his lot he may rest assured he has the kindest wishes of Montgomery Division No. 98 for success in all his undertakings. I was elected to fill the vacancy, and Bro. Chas. Her-ring was elected to fill the office of senior conductor, the position I held at that time. Our Division is still on the increase.

Yours in P. F.,

M. C. HOGAN, S. & T.

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MONTGOMERY, ALA., April 12, 1887.

*To the Officers and Members of Montgomery Division No. 98, Order of Railway Conductors:*

SIRS:—Allow me to thank you for the kind attentions shown Mr. Hudson and myself during his recent illness. He has ever been deeply interested in the Order, while I sometimes have harbored thoughts a little re-

sentful, wishing him at home when he was attending the meetings. Perhaps other ladies have felt the same way; if so, I would like to say to them through your MONTHLY, that they should urge their husbands, brothers and friends to attend every meeting. Having known the sympathy and kindness of the Order, I beg them with all sincerity to do nothing that will prevent, but do everything that will increase, the efforts of its members to make it one of the best institutions of the age.

Very respectfully,

SALLIE E. HUDSON.

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SHARPSVILLE, PA., May 10, 1887.

EDITOR MONTHLY:—I have just learned (by hearsay) that Div. No. 36 has sent out "a circular" in which "Yours truly" is said to be handled without gloves for "grossly insulting Bro. Gile and the committee," etc., etc. Now Mr. Editor "the open letter" was not intended to "grossly insult" Bro. Gile, Div. No. 36, or the committee, but *was* written to a class represented by the charges contained in the "private message." As aforesaid I only know of "Division Circular" from hearsay and not by sight. I am not able to speak particularly as to *its* contents, but from all that I can learn it does not attempt to controvert "the facts" set forth in "Open Letter."

Gentlemen of Div. No. 36, personal abuse is not argument, and if you want a controversy of billingsgate and vituperation you will have to sustain both sides in your own Division. I have before me the MONTHLY for May, and open at page 239, where I find Bro. Gile's manly letter of apology to the Order and to the Grand Chief for the allegations and aspersions set forth in the "private message."

That's right, dear brother, when you find that you have been too hasty and wrong in your conclusions take the "siding" at once and "lay for time," remembering that "he who conquereth himself is greater than he who taketh a city." We helped to make the laws that tie our Grand Chief's hands. We did it knowingly, and for the purpose of preventing him and through him the Order from becoming mixed up in or a party to controversies between conductors and their employers, until the aggrieved parties had done all that lay in their power to adjust the matter in dispute themselves. It would take too much time for any one man to even visit every division once a year, let alone settle every alleged grievance. If *they* failed, then all of the facts in the case were to be collated in the form of evidence and placed in the hands of the Grand Chief; then he has a basis to work from, not mere assertion, or charges without proof, but plain, tangible facts.

I wish some of our brothers who so strongly desire to have the non-striking clause eliminated from our ritual could have been with me for the

past three months and have seen the disastrous results of several strikes that have taken place in this vicinity; and I don't know that I can do anything better for the good of the Order than to give a short resume of a few of them. Strike number one was by about five hundred miners, in what is known as the Shenango coal district. The proprietors had voluntarily agreed to raise their miners pay five cents per ton, as they had succeeded in making contracts that would insure a steady summer's work.

The operatives struck for fifteen and twenty cents per ton increase. The owners' profit after paying the five cents increase would be just nine cents per ton, and what he could make selling the "culm" or offal in addition. The banks were idle twelve weeks, during which time the majority of the miner's families subsisted on whatever they could beg from the farmers and others. Well, after this struggle of twelve weeks, during which not only the miners but the whole Shenango railroad were idle, they went back to work without even the five cents voluntarily offered. The operators lost their contracts, and the miners and railroad men are working about one-third of the time; so much for strike No. 1.

Strike No. 2 was by the furnace men in the Shenango and Mahoning valleys, although of short duration—only two weeks. The men failed to gain all they struck for, but the results to the furnaces and to business generally have been very disastrous. It will cost one company (who had just built a fine new furnace) twenty thousand dollars to repair the injury done to their "stack" by standing idle, when not in condition to do so. Another of the companies has not had a successful *cast* since, and all of this damage reacts upon the laborers eventually. Strike No. 3 was that of the yard men at Youngstown, O., and Cleveland, on the N. Y. P. & O. and A. & P. roads.

The result is too fresh in the minds of railway men to need any comment from me, but the participants in the strike are wandering up and down the country seeking employment and finding none, and their families (some of them) suffering for the necessities of life. Strike No. 4 is on now, and is by the coke miners and burners of the coke regions around Connelsville, Pa., against the decision of their umpire in the arbitration they asked for. They agreed some time ago to leave their grievances to arbitrators, and now fly from the decision of the umpire because it didn't go their way. What the result to the laborers will be is in the womb of the future, but the effects on the industries of Pennsylvania and through her, on every industry that depends on Bessemer iron and steel, are already becoming apparent. We hear of furnaces "blowing out" or "damping" down on every side. Already the coal and iron roads are pulling off their trains, and a season that bids fair to be prosperous beyond precedent has put on a gloomy outlook for the wage-worker everywhere. Boys, these are the facts, comment is unnecessary, and I am using up space that is valuable.

In reply to Bro. R. L. Williard, on page 236, May number, have only this to say, "If we were ignorant of the facts" their circular is to blame, and his explanation only makes a worse showing for Div. No. 40. I have not a single word to retract; and as for his offer to refund we have this to say. Our mite was given freely and willingly to the family of our late Bro. Campbell, and we are thankful that it was in our power to mitigate, even in that small degree, the sorrows that have so lately overwhelmed them. It was not given to Bro. "W." or to his Division, consequently there is nothing to refund; and Bro. "W." or the Division (if he speaks officially) can do a great deal better with their surplus funds by not allowing their sick brothers to become delinquent, by reason of non-payment of beneficiary assessments, than to waste postage stamps in trying to refund the magnificent token of our love for the family of our late Bro. Campbell. Now Bro. "W." first controvert our facts, then abuse us personally all you want to; but first make a trip to Milwaukee, go to Bro. Al Vanneman's dairy, and tell "Van" that "the man with one lung" sent you for a big draught of the milk of human kindness, pure and unadulterated. I have had quite a number of letters from the brothers East, West, North and South, assuring me that I voiced their sentiments exactly, and two letters, one from Ogden and one from Denver, abusing me in the choicest billingsgate. I have no time to bandy slurs, or reply to inuendoes, therefore I must leave all that to the secretaries of Divisions, who use the Division stamps, stationery and seal to give voice to their personal malice, and then put a foot note to their screed, saying "This is not official." Now Mr. Editor, I am done with this subject for all time, but must ask your consideration for a moment while I thank Bro. E. E. Clark for his straight manly letter. It is open and to the point, and I can and do agree with him and all other brothers who seriously desire the advancement of our Order; but I think he is prejudiced against the Grand Chief just as I was before the sitting of the Eighteenth Grand Division. I went there satisfied in my own mind that Mr. Wheaton was not the man for the position. I watched his course as presiding officer narrowly, and prepared to criticise his decisions, but came away with profound respect for him as a man and executive head of the Order, satisfied that he tried to do his best, and stood second to none in point of ability or fairness.

C. H. PETERS.

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PERRY, IOWA, April 18, 1887.

EDITOR MONTHLY:—Not seeing anything in the MONTHLY from Perry Div. No. 84, I will try and let you know we are alive. We have twenty-two members, all in good standing, and nearly all belong to the Insurance.

We have had a change in yardmasters. Bro. C. J. Blanchard, who

has had charge of the yards here for the past five years, has gone to Ottumwa, Iowa, to take charge of the yards at that place. We regret very much to lose Bro. Blanchard and his estimable wife. What is our loss is Ottumwa's gain. In losing Bro. Blanchard, Bro. Whittemore, who has been yardmaster at Ottumwa for the past year, returns to Perry to take Bro. Blanchard's place. We welcome Bro. Whittemore and family home again.

Bro. R. L. Marsh and wife left Perry, Iowa, April 18, for California, to remain an indefinite length of time, hoping to benefit Mr. Marsh's health. We wish them success, health and happiness, and hope they will find as many friends in the land of flowers as they have left in the land of snow and blizzards.

Bro. Ed Ogden, who has been running the way freight between Van Horne and Perry, has resigned his position as conductor and gone on his farm in Fayette County, Iowa, and hereafter will be an honest tiller of the soil.

Yours in P. F.,

A FLAT-WHEEL CLERK.

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EDITOR MONTHLY:—On March 23, New Haven Division No. 201 issued a circular to its members which stated among other things that the next regular meeting, viz: that of April 3, would mark the semi-annual of their organization.

Organized Oct. 3, 1886, with sixteen charter members, they have at present fifty-five members in good standing, and several candidates to be acted upon. Promptly at the appointed time of the day mentioned, the brothers assembled in their new quarters, located in the G. A. R. Hall, corner Church and Center streets. The new Hall is very handsomely furnished and is much more commodious and convenient than the old one.

The officers appeared in a new set of jewels from the M. C. Lilley & Co., which were greatly admired. The first and second degrees were conferred on Mr. G. J. Peat, the work being very well rendered.

On April 17 the Division received a visit from a number of the brothers from Divisions 50, 54, 104, 162, 168 and 169. Among others present, we noticed Bros. A. Holdridge, C. E. Weisz, W. R. Maxwell, Geo. Borden, H. Danenhour, R. E. Mason, Chas. Brigham, O. Aldrich and many others, in all about thirty visitors, which with our own members, made seventy-four brothers present in the Division room.

The visiting brothers were met on arrival at the depot and escorted to the Tontine Hotel, where Landlord Bradley set out one of his best dinners to which all did justice. Arriving at the Division room, the brothers were very agreeably surprised to find our altar decorated with a very handsome altar cloth and a beautiful set of embroidered flags, the same being the gift



as well as the handiwork of the ladies of the families of Bros. Hubbard, Thomas and Neale. Bros. Clark and Pardee also surprised the brothers by contributing a pair of gavel blocks made from pieces of steel rail, highly polished. After routine business had been transacted, the first and second degrees were exemplified in full upon Mr. J. V. A. Trumbull, the officers performing the work in an exceptionally able manner. The visiting brothers expressed themselves as highly pleased with the manner in which the work had been performed, and all united in praise of the efforts of the officers to perform the work so well. After a very pleasant hour of social intercourse, the visiting brothers departed for their homes. After passing a vote of thanks to Gen. Sup't. Shepard, of the N. Y., N. H. & H., for his courtesy in providing transportation for the brothers to and from our meeting, the Division was duly closed. The members of New Haven Division feel encouraged by the warm words of praise from our visiting brothers, and hope to continue to merit it. We also hope to see all the brothers in our Division room again, and as many more as can make it convenient to call.

Yours in P. F.,

201.

GALION, O., March 14, 1887.

EDITOR MONTHLY:—Crawford Div. No. 109 held a very interesting meeting yesterday. Crawford Division is getting along finely, adding to our membership one or two every meeting. Some people are finding out that it takes something else besides their money to admit them to our Order, especially when they make the remark, "Any one with money will be taken in the Order." Not much. It's the *man* we look at, not his money. Keep up the good work brothers; you cannot be too careful of whom you admit. It is a great deal easier to keep that kind out than it is to get them out after they are in. Business is dull here at present, owing to strike of yardmen on part of N. Y., P. & O. Bee Line doing very well. No more this time.

Yours in P. F.,

YOU KNOW.

TOLEDO, O., March 28, 1887.

EDITOR MONTHLY:—Did you ever hear of the Toledo, Ann Arbor & North Michigan Railway? Have you ever heard of any of our boys? Well, I'll tell you. The Ann Arbor line now extends from Toledo, O., to Mt. Pleasant, Mich., a distance of 171 miles, with an objective point still further north, to which the road will be built this coming season, viz, the Straits of Mackinaw.

Our superintendent, Mr. H. W. Ashley, is a thorough, straightforward business man, and a gentleman; kind and considerate to all his em-

ployes. Mr. J. B. Conners, master of transportation, is the right man in the right place, and he has the respect and good will of all the boys. J. F. B. and J. C. H., our dispatchers, are both efficient, hard working boys and understand their business. Our passenger conductors are Danenburg, Lee, Booth, Wild and Dawson. They are all thorough gentlemen and have the esteem and confidence of the company and the traveling public. They are always pleasant and happy unless they are on the cannon ball run, *then* you must stand back and let them alone. On freight, Bros. Miller, Osborne, Bright, Marcellus, and Conductors Rush, Seitz, Knox and Ford try to do the company's business well and satisfactorily. Mr. J. F. Withrow is yard-master at Ann Arbor, and wheels move when he is on deck.

Yours truly in P. F.,

IKE.

PENSACOLA, April 15, 1887.

EDITOR MONTHLY:—On invitation, extended by Montgomery Div. No. 98, to intercept Grand Chief Conductor C. S. Wheaton at Montgomery, on 27th ult., while he was en route to New Orleans, La., to make preparations and arrange for the meeting of Grand Division, Brothers McConaughy, Jones and your humble servant went up and arrived there just in time to participate in welcoming the worthy and distinguished guest. After some greeting and mutual introductions, the party repaired to the Exchange Hotel, where they did that for which the average man cannot be discounted. After breakfast, all went to the K. P. Hall, where the forenoon was passed in pleasant and profitable intercourse. The chief with his accustomed facility and ease, held his listener's attention while he explained the details, workings and principles of the grand Order of which we were all members. After all had become somewhat surfeited with the informal discussion of matters and things pertaining to the O. of R. C., the entire party adjourned to the hotel, where the popular and attentive host, D. P. West, had prepared, in the private dining room, a sumptuous dinner, which was put away by the party with artistic taste. At the repeated taps upon the little bell near the head of the festive board, the light-footed sable slaves approached on roller skates and did their best in answering to our whims and delicate tastes. After dinner the party, on invitation of the brotherhood, attended the presentation entertainment which took place at the K. P. Hall, and there a pleasant two hours was passed. At the conclusion of the exercises, Bro. Wheaton and the Pensacola visitors were taken in hand by Brothers McCurdy and Coleman, two of Montgomery's most popular and hospitable citizens, and driven about to see the sights and beauties of the capital city and its suburban attraction, "Highland Park." Bro. Wheaton, by his amiable manners, pleasant conversation, and manly bearing, won favorable impressions from all those with whom he came in

contact, and all voiced their regrets that the chief's visit was of necessity so short.

Now in regard to home. All the boys here are very enthusiastic members of the Order and take great interest in all the proceedings incident to making it a success. All look forward with interest to the meeting nights, as the proceedings are made highly interesting, and no member contributes more to his share than Brother Donaldson, who, by his oratorical ability gives spice to the exercises. The M. of T. talks of putting on a special to run between this place and Brooks' Mill, in charge of the attractive and popular local conductor, Brother P. A. Tally. Don't know anything further, boys.

Brother Lawrence, a favorite and exceedingly agreeable conductor, has been given a leave of absence to visit Georgia. It is hinted that he will bring back with him something besides good news.

Brother Kidwell, one of our capable and esteemed conductors, has been on the sick list, but is now about again. Well, my news of importance being exhausted, will close for the present, with best wishes for the welfare and prosperity of our noble Order.

I am truly yours in P. F.,

R. H. CATHEY.

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At a meeting of the Palmetto Division, No. 208, O. R. C., held May 6, 1887, the following resolutions were unanimously adopted:

*Resolved*, That the thanks of Palmetto Division, No. 208, O. R. C., are hereby tendered to Brother J. H. Latimer, and visiting brothers, for their generous gift of a set of jewels to this Division. Coming unexpectedly from brothers of our noble Order, they are doubly appreciated, and Palmetto Division will ever endeavor to worthily wear them. And be it further

*Resolved*, That these resolutions be published in the CONDUCTORS' MONTHLY, and a copy of them forwarded to Brother J. H. Latimer.

JEROME BOYCE,  
CHAS. A. SPRISSEGER,  
GEO. H. CLERY,  
*Committee*

*Attest*: A. H. BRALEY, C. C.

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SPRAGUE, May 13, 1887.

EDITOR MONTHLY:—Assessment notice 77, 78, 79 reads "Special Notice," owing to complications arising from the incorporation of the "Grand Division" O. R. C., etc. What does it all mean? It certainly cannot mean that all this time money has been regularly remitted to pay dues on assessments to an institution that has proven to be illegal, and without a legal right to exist. Among other things, it seems again to do business by a lawful right. If the O. R. C. are to have an insurance depart-

ment, let it be built on a solid, lawful foundation. Many men hold certificates of membership; these certificates represent all the insurance, and the hope they have of leaving for the dear ones an amount sufficient to keep them from want for a time. If the situation is as represented in the journal, can it not be remedied? If so, let it be done immediately, if possible. The idea of an order of the standing of that of the Order of Railway Conductors have, that they must resort to unlawful means to transact business, is, to say the least, not the proper thing. I will say no more on this subject, as you can see I do not fully understand the situation. Evidently, there is a wrong somewhere—let it be traced and hastily corrected, a sit is a serious matter, and must have been an oversight by the incorporators. Concerning Division No. 91, we are all at present getting in good mileage, with prospects of plenty of work the coming summer, provided the Inter-State Law can be modified so that produce can be forwarded to market, which, under the present tariff, practically "stops the wheels." We had expected a heavy cattle run this summer, but now our hopes are blasted. We only have to wait until the Cascade Division is completed, then may be something will be done. Aside from that, the prospects are not very flattering.

In all probability this commerce law will prove obnoxious. General Grant once said in effect, to repeal a bad law is to execute it. See the amount of suffering that will be necessary to even bring it to the notice of our eminent statesmen, who sanction either by silence or vote the enactment of such an imposition on the people. Who of the O. R. C. have closely followed this matter, and read the "law?" It certainly is a wonderful product of a wonderful time. In what respect, may I ask, would free transportation affect the interests of the railroads or commerce? Should members of various brotherhoods who have adopted a calling, that of following the rail, be granted these courtesies, it certainly could not be asked by others as coming under "substantially similar circumstances and conditions." We engage in no other business or calling, and in justice to ourselves and corporations whom we depend upon for our support, believe this one evil should be remedied. Trainmen are frequently asked to interest themselves in matters in favor of the company that really have no bearing on their legitimate employments. They are expected to take an interest in the company's affairs, and in every sense take an interest that would shame one of the officials, without any increase of pay or even their co-operation in the matter of free transportation to a class who are not fitted, generally speaking, to follow any other occupation. As a class, we cannot become property holders, on account of frequent changes; generally considered too much of a chance to invest the little that has been saved. The changes in administration will set them all to thinking, and wonder what the result? A state of affairs that should not exist, but does, all the same. Brother Curtis and self met Brother Clem on his way to New Orleans. We hope to hear of the good work going on there, by letter soon.

On the main line O. R. & N. some changes have taken place that cause Bros. Frank Dietz and McManus to feel that they have not lived in vain. They have relieved Bros. Banks and Burns for a short time. It takes some time in the West to get a "coach train," especially on the O. R. & N. We have on Idaho Division Gilbert, Garvin, Root; on No. 1 and 2. On freight; Charlie Savey, Hallam, Lester, Reardon, McDannalds, Plumb, Hale, Yake, Farmer, McGrath, C. Hollingsworth, Johnson and Crowley, with Bro. Curtis behind the counter with a fine assortment of just what is needed, and "poetry" given in place of chromos. "The old gentleman," as F. P. Weymouth, our superintendent, is commonly called, is by this time somewhere East, we hope enjoying life, and will soon return to us. J. W. Miller, our Chief, is acting, I believe, for F. P. W. The new harness seems to fit well. I will say to you, as the brakeman said to the captain of the lunch counter at Heron. The brakeman had just landed from a hard trip, had already devoured several sandwiches, two pieces pie, two cups coffee, three doughnuts, small can sardines. He said to the captain: "Say, Gene, when I have worked up ten cents' worth, shut me off." When you think I have done enough, "shut me off."

Yours in P. F.,

65.

LONG ISLAND CITY, April 18, 1887.

EDITOR MONTHLY:—A cordial invitation has been extended to "all who were present at the organization of the New Haven Division, No. 201, to meet with them on April 17, and also to bring as many as possible of the Brothers of the Order with them," was accepted by the following brothers:

*Hartford Division, No. 50.*

C. S. Bingham,	N. H. Andrus,
W. H. Brennan,	Theo. Goble.

*Neversink Division, No. 52—W. Hall.*

*New York City Division, No. 54.*

G. W. Ivens,	I. H. Munn,
O. Aldrich,	A. B. Prawl,
J. W. Chandler,	W. A. Griffin,
R. E. Mason,	H. A. Conley,
W. H. Kerrs,	W. Van Arsdale.

*Willard Division, No. 104—C. E. Weisz.*

*West Philadelphia Division, No. 162—W. F. Maxwell.*

*Moses Taylor Division, No. 168.*

Frank Bush,	J. M. Case.
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*Neptune Division, No. 169.*

Geo. Borden,	John Killeanes,
H. C. Trout,	W. G. Brown,
H. D. Staats,	Paul Cavanaugh,
J. G. Dolbear,	H. Lanenhour,
Chas. Powell,	W. H. Merrett.

Through the courtesy of Mr. O. M. Shepherd, General Superintendent of the "Consolidated Roads," to whom the thanks of the visitors are hereby extended, the 10 A. M. train from New York carried forty-one Brothers, not counting the gentlemanly victim who worked a full passage over the First Division at the organization, Oct. 3. This modest delegation were met at the depot by the officers and thirty or more members of No. 201, together with the reserved police force of the Elm City, the latter of whom were run under special orders during the stay of the foreigners. Lines were quickly formed, and with the Worthy Chief and Secretary of No. 201 leading, we were marched to the Hotel de Tontine, and at once proceeded to work the K. and F. degree in strict accordance with the following ritual:

Soup—Royal.

Boiled Codfish, Oyster Sauce. Boiled Beef Tongue, Corned Beef, Boiled Ham. Roast Loin of Veal with Dressing. Roast Beef, Brown Sauce. Roast Turkey, Cranberry Sauce. Apple Fritters, Wine Sauce. Lamb Stew with Peas. Boiled Plain Lobsters. Baked Beans and Pork. Horseradish. Cross & Blackwell's Pickles. Salad Dressing. Mashed Potatoes. Boiled Parsnips. Boiled Potatoes. Boiled Rice. Stewed Tomatoes. Raspberry Pie. Baked Rice Pudding. Vanilla Ice Cream. Sherry Wine Jelly. American Cheese. Fruit. Cake. Apple Pie. Tea. Coffee.

The genial proprietor was understood to remark that it had never been his misfortune to agree to fill up seventy-five men who seemed to be so completely hollow, and who possessed such similarity of taste as were there congregated, and Bradley even refused to except commercial tourists. It was observed by a disinterested party that all commenced their run on soup and ended on coffee, and took on a car at every side track. Our worthy host was fearful that one of the Brothers might suffer on account of the loss of both hands, but after being informed that Bro. Borden played the organ, and after seeing the worthy brother eat for an hour, mine host concluded that if the brother had been in good condition it would not have been safe to keep a hotel in his vicinity. Failing to bankrupt the Tontine, and having selected sites for the two summer cottages which a drummer had temporarily located in a greater portion of the large coat-room, the lines were formed, and all proceeded to the beautiful hall which is the present meeting-place of the Division—a large, airy room, well-furnished, and its walls covered with beautiful pictures.

The Division is equipped with a beautiful set of jewels, and a full set of elegantly-embroidered silk flags and altar scarf bearing the name and number of the Division, elaborately worked, and showing to the visitor that the lady friends of the Brothers are interested in their prosperity and happiness. Their gavels are turned from yellow pine cut on the line, and used in the original construction of the Hartford Road, and are valuable souvenirs of pioneer railroading in the Nutmeg State. On account of the heavy

grade up Tontine, the 201 was an hour behind schedule time getting to business, at 14 o'clock, with Bros. John Clock as principal look-out, John Gallagher as baggage-master, Samuel Clark to make up trains, Geo. T. Dade as boss brakeman, A. S. Ostrander as tally clerk, W. W. Pardee as first assistant. Bro. H. S. Beers started the train, and the business run was made on limited express time, and it being announced that a wild train had arrived, it was decided to make a regular of it at once. The tally clerk reported that the orders were *correct*, and the run commenced. The two divisions were passed over without a detention, and brothers without referring to the time-card—yes, each one in charge had his part perfect.

But six months old, this child of the Order has nobly outgrown her childhood.

Such perfect and impressive work as was exhibited at this glorious meeting would make many of the oldest divisions shrink from their own imperfections.

Their work shows what perseverance and determination will accomplish. On Oct. 3 Bro. Frank Hermance, in a few well-chosen remarks, said: "Look well to your laurels, for New Haven Division, No. 201, has the will and determination to stand second to *none* on the face of the earth." That this effort has been successful, no visiting brother within those walls on the 17th can doubt, and that the determination to stand "second to none" still exists and will be maintained, was fully demonstrated. They are united in action and fraternal feeling, and have never yet held a meeting without more than fifty per cent. of their total membership present. In accordance with an excellent rule adopted by the division, the "good and welfare" is the social hour, and on this occasion was prolonged an extra hour or more. Nearly all the visiting brothers made some remarks, which were well received with pleasure, as were those of the brothers of No. 201, especially that veteran knight of the punch, Bro. Hermance, whose eloquent remarks were fully indorsed, and whose prediction we hope and believe will be realized in the near future. How veteran Bro. Pete did not stop the Irishman carrying his pipe in his mouth is well worth preserving, and your humble servant's illustration of the growth of No. 201 was well received.

• Bro. Weisz, in his usual pleasant vein, indulged in some remarks that met the unanimous approval of all.

The youngest member of No. 201 remarked "that he had been induced to do a number of things during the afternoon that he was not accountable for, but as long as he could have his say in the matter, he could *not* be induced to make a speech."

All lost time having been made up and a large amount of extra work done, the Chief courteously extended the gavel to the writer and requested him to complete the run. Being much out of practice, we were compelled to

frequently refer to the time-card, but finally made destination without serious loss of life, and thus closed one of the most interesting and instructive meetings it has ever been my pleasure to participate in. The visitors were escorted to the depot, where many a regret was expressed at the parting shake, and many hopes indulged that all may be permitted to meet again at no distant day.

Yours,

A. HOLDRIDGE, No. 54.

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### ODE TO A NIGHT KEY.

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Oh, little piece of brass or iron,  
What pleasant thoughts do thee environ!  
How many nights hast thou availed  
To save when other means have failed;  
How often hast thou oped the way  
To let a man in from the day,  
Which dropped its light upon his head,  
Before he thought 'twas time for bed.  
Sometimes, oh key, it seemed to him,  
As at his door, full to the brim,  
He stood and tried to make thee fit,  
That thou were twice as big as it;  
And spite of all that he could do,  
The key-hole baffled him and you.  
How often with their might and main,  
Have tired gentlemen, in vain,  
Made desperate efforts valiantly,  
To wind their watches up with thee;

How often wives have hid thee safe,  
And let their husbands swear and chafe,  
Because, forsooth, they dared not be  
Away from home without a key;  
What friend to women hast thou been,  
To keep their wandering husbands in.  
And pretty girls, too, on the gate  
Swing happily, and talk till late,  
With happier swains who know full well  
They will not have to ring the bell.  
Ah, night key, though so small thou art,  
Thou playest a consequential part  
In all the works and walks of life,  
With youth and maiden, husband, wife;  
Thou teachest how the small is great  
In making up our earthly fate;  
And should we e'er forget the cost,  
We feel it most when thou art lost.

—*Merchant Traveler.*

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### GRAND DIVISION NOTES.

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—The handsomest man in attendance at the Grand Division was Joe Packard.

—"Oh my!" but Bro. Ed Hamilton did himself credit and gave the boys lots of fun while at New Orleans.

—We never knew before that "snipes" and alligators were kindred spirits. We shall expect to meet our brother ere long clad in habiliments of alligatordom.

—The banquet and reception given by Division No. 108 to the delegates, visiting brothers and ladies, was one of the finest we have ever attended. The brothers of No. 108 covered themselves with glory in their kindness.



## EDITORIAL.

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The MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

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### *NINETEENTH ANNUAL SESSION.*

The nineteenth annual session of the Grand Division was called to order at one P. M. on Tuesday, May 10, in Grunewald Opera House, New Orleans, by Grand Chief Conductor Wheaton, all Grand Officers present, with eight permanent members and 191 delegates, making a total of 210 seats filled, a good representation, considering the distance traveled and limited transportation.

At 10 o'clock A. M. of the 10th, delegates, visitors and families were tendered a public reception by Division No. 108, which was greatly enjoyed by all. Grand Chief Conductor appointed the standing committees, the chairman of each as follows: Grand Officers Reports, Norman Watkins, No. 55; Division Reports, D. D. Curran, of No. 98; Finance, C. F. Hammond, of No. 157; Jurisprudence, H. S. Chapman, of No. 2; Grievances and Appeals, Wes Permar, of No. 79; Insurance, W. C. Cross, of No. 31. The reports of the Grand Officers were very voluminous documents of 40, 36, 20 and 8 pages respectively, and are of too great length to be printed here. The showing of each was a grand one, proving conclusively that good work had been accomplished in each department during the year. The documents are commended by all, and members of the Order will be interested in reading them carefully. Under call of divisions we note the marked decrease in new amendments to our constitution, statutes and ritual. If we remember rightly but one amendment was submitted to the ritual, and that was not pressed. Permanent location of the Grand Offices was taken up, and after three hours debate Iowa was selected by a vote of nearly two-thirds of the members present, the place to be left to the board of directors, who at their meeting held May 16th decided to locate the offices in Cedar Rapids, this city, being the only one that offered any monetary consideration. One of the most pleasant features of the session was the presentation of a beautiful altar cloth by J. C. Whissen of Youngstown, Ohio, formerly a member of the Grand Division.

The license bill drawn by Grand Secretary Daniels was read and

adopted without a change. All divisions will soon be furnished with a copy. The reports of the Grand Chief Conductor, Grand Secretary and Treasurer, Executive Committee and Insurance Committees, were all found satisfactory and accepted, as was nearly all the recommendations made in the G. C. C.'s report.

Under report of standing committees a large amount of matter was submitted, especially from the Committee on Jurisprudence, though but few changes were made in the law. A new section was added governing the issue of circulars to divisions. Amendments were offered making the office of Assistant G. C. C. a salaried one, and voted down also to employ a Deputy G. C. C. as Organizer and Instructor, which shared the same fate. The amendment embodying the recommendation of the G. C. C. regarding salary was carried by a vote of 105 to 101. Two other amendments came to a vote, and we carried by a vote of 105 to 103 and 104 to 102 respectively. The Board of Directors were directed to incorporate under the laws of the State of Iowa as soon as possible, and on incorporation several changes will be made. The G. C. C. will again assume charge of the MONTHLY as its editor, his associates being Assistant G. C. C., G. S. and T., chairman of Executive Committee and chairman of Insurance Committee, the G. C. C. being relieved of the chairmanship of the Insurance Committee and directed to remain at the general office unless otherwise ordered by the Executive Committee. The election of Grand Officers resulted in the choice of the following: Grand Chief Conductor, Calvin S. Wheaton; three years Assistant Grand Chief Conductor, Edmund B. Coman; Grand Secretary and Treasurer, Wm. B. Daniels (term not expired); Grand Senior Conductor, Alonzo B. Garretson; Grand Junior Conductor, Charles E. Weisze; Grand Inside Sentinel, P. H. Potter; Grand Outside Sentinel, W. P. Shehan; Member of Executive Committee, W. C. Cross, three years; Members of Insurance Committee, J. H. Latimer, three years; W. J. Durbin, two years. Toronto, Ontario, was selected as the next place of meeting. The officers were installed by Past Grand Chief Conductor Collins, Brother W. J. Durbin as Grand Marshal. The Grand Division closed at 7:30 P. M. Tuesday, May 16, after passing the usual resolutions of thanks to all who had extended any favors, and to the Grand Chief Conductor for the able and impartial manner that he had performed his duties, and particularly to Division No. 108, for the kindness, generosity and magnificent manner that they had entertained the delegates, visitors and ladies. The brothers at New Orleans certainly did themselves proud in their entertainment. Thus passed into history one of the most harmonious and brotherly Grand Division meetings that we have ever attended. The work was good, the legislation conservative, and if the brothers one and all will redeem the pledge given the Grand Chief Conductor before closing, great good will be accomplished in the year to come.

[We print in full the report of our Executive Committee. The reports of others are too voluminous.—EDITOR.]

CHICAGO, May 1, 1887.

**OFFICERS AND BROTHERS:**—In presenting you our Annual Report, we do not feel at liberty to tire your patience with unnecessary details, neither to present any matters for your consideration which properly belong to the work and business of your Grand Division. We were chosen by you (as we understand) to look after your best interests in everything that pertains to the welfare of this whole Order, with no partiality toward any Brother, but, on the other hand, looking and working earnestly with an eye honestly for the welfare of every member. And in this report it is utterly impossible to give you but a synopsis of the work performed. But we will in a condensed form make a general statement of the work done. Since our last Grand Division, by request of your Grand Officers, we assisted them in procuring suitable and pleasant rooms for the headquarters of the Order. Again, we were called upon to look over the books of your Grand Secretary and Treasurer. The unexpired portion of the year's work was gone through with, and it at once became evident to your committee that serious mistakes had been made from year to year in the usual hurry of balancing the books just as the Grand Division was called together, and although not materially affecting our standing, still the situation must necessarily remain unchanged so long as clerical errors were allowed to creep in, and your committee decided to commence with the first report fourteen years ago. Every item was checked, the books examined minutely and thoroughly with the help of a competent and educated expert. This was of necessity a long and tedious work, but the result to us seemed very satisfactory, and to the best of our judgment cannot fail to be of lasting benefit for many years to come.

The following is a copy of our report, June 15, 1886:

**BROTHERS:**—We, your Executive Committee, herein present you the financial condition of this Order, giving you, we earnestly believe, a true and correct statement of its present condition. To assist us in our work we secured the services of Mr. W. S. Pinney, an expert of tried experience and ability, and together have examined the books from 1876 to the present time, June 1, 1886.

During the period from 1876 to 1878, while Brother J. C. W. Long was Grand Secretary, we corrected the errors from the footings only, but from the time Brother Daniels was elected, from November 14, 1878, to June 1, 1886, we have checked every item, and believe we present you a complete and accurate report in every particular, and in such a manner as can be seen on the journal of your Grand Secretary and Treasurer; that hereafter your committee will have no trouble in giving you a yearly statement, and the books are so plain that any brother can see just how we stand at any time. Whether this work has been laborious or not, we leave for you to judge. After consulting with Brothers Wheaton and Daniels, we decided this was the best course to pursue, and we firmly believe the best interests of the whole Order served by a complete and accurate examination of the books.

The said examination, extending over a period of ten years, a multitude of clerical

errors have, seemingly of necessity, occurred; we say of necessity, because your Grand Secretary and Treasurer has many times had so much to do in every department of your work, that said work accumulated to such gigantic proportions that accuracy seemed well nigh an impossibility; but with present assistance, coupled with years of experience, with a correct basis upon which to start, we firmly believe the workings of the office will from this time forward meet your full approval; and we would simply add that with all the numerous corrections made, it in no way impairs or changes the financial standing of the Order, and only forms a correct basis in keeping the profit and loss account in years to come.

The balance is on deposit in the following banks: Merchants' National Bank of Chicago, Ill., City National Bank of Cedar Rapids, Iowa, The Second National Bank of Elmira, N. Y., The Bank of Buffalo, Buffalo, N. Y.

Upon a thorough examination of each Division account, we find 79 Divisions who are behind on the books of the Grand Secretary and Treasurer, the total amount being \$2,327.88.

We, your committee, have no remarks to make, but offer in all kindness just one thought, by simply asking you: Is this a fair and equitable manner of conducting the business of your local Divisions? If the opposite were the case, and you were square on the Grand Secretary and Treasurer's books, or as some Divisions now stand, a small amount on the credit side, our report would show nothing outstanding, and the Grand Division in just that much better light.

Will you each try and see that when the next report, which is ordered July 1, 1886, appears, that not one Division, even, will owe even one dollar? It is for your interest as well as for the interest of the whole Order.

The permanent headquarters at 115 Dearborn street, Chicago, Ill., are pleasant and agreeable.

We find the business of the Order is conducted in a manner which meets our approval, and if our judgment be correct, it must necessarily be your verdict. And it has this in its favor, being located where so many members from all sections of the country, either accidentally or for the purpose of ascertaining for themselves the efficiency of the work done, so often pass through the city; each Brother so doing can judge for himself of the vast amount being done, the rapid increase in business, and every person able to judge for himself.

The official papers for the incorporation of the Order under the statutes of this State are now perfected, and are only awaiting the signature of the proper State official, as the practical result of your deliberations at the Eighteenth Annual Session of the Grand Division, at Louisville, Ky.

Your Grand Chief Conductor is working with renewed energy in securing to every Division that help which is so much needed for your advancement as true, earnest and loyal workers, in the cause you represent.

You can but notice the good work accomplished by the able editor and manager of the MONTHLY; if you would show your appreciation, Brothers, the best way to do so is for those who have either forgotten or neglected so to do, to send Brother Daniels the small sum of \$1.25. You have each and every one a pecuniary interest in the success of this branch of the Order. If every member signifies that interest by his personal support, it is to-day the best and surest method of adding increased efficiency to our treasury, and those who have, and are now giving it their support, are complying with the expressed wish of a majority of the delegates of the Eighteenth Grand Division. Those who are not, have either changed their opinions, or have grown lukewarm in this matter.

Brothers, the past three months have been filled with the sad exhibit of laboring men warring against each other, as well as against their employers; capital at a stand-still, business of every description prostrated beyond computation.

When the summer is passed, and the cold, chill winter is here, the cry will be, not What can I do to be saved? but rather, What can I do to live? And how many a family will be suffering for the necessities of life, time alone can tell. We have only a word of advice to offer, which we do in all kindness: Every member of this Order is a rational and intelligent being; you are the judges of your duty, because you alone are responsible for the course you pursue in this trying time; if you guard well your own individual interest in this matter, you advance the interests of the whole Order. No Brother can remain a nonentity; then study with much care your duty, guard well every step taken, that it may promote your best interests, and in so doing, reflect no discredit on our noble Order

We append hereto the sworn statement of Mr. Pinney.

J. N. ROBINSON,  
H. HURTY,  
E. H. BELKNAP,  
*Executive Committee.*

## STATEMENT.

. CHICAGO, ILL., June 1, 1886.

Cash on hand as per Cash Book. Oct. 1, 1885.....	\$ 5,598.67
Cash received as per Cash Book from October 1, 1885, to date....	14,696.55
	<hr/>
	\$20,295.22

## CONTRA.

Disbursed as per vouchers on file.....	\$14,848.27
Balance, Cash in bank, as per bank statements....	5,446.95
	<hr/>
	\$20,295.22

I do declare that the above is a true and correct statement as shown by the books of the office.

*Chicago, Ill., June 14, 1886.*

WM. S. PINNEY.

STATE OF ILLINOIS, }

County of Cook. } I, Rollin P. Blanchard, a Notary Public in and for said county and State, do hereby certify that William S. Pinney, being first duly sworn, said on his oath, that the foregoing statement subscribed by him was true to the best of his information and belief.

Witness my hand and Notarial Seal, this 15th day of June, 1886.

ROLLIN P. BLANCHARD, Notary Public.

OFFICE OF THE EXECUTIVE COMMITTEE. O. OF R. C., }  
ROOM 45, 115 DEARBORN ST., CHICAGO, ILL. }

BROTHERS:—Your Executive Committee have again, in company with Mr. Pinney, examined the books of your Grand Secretary and Treasurer, Wm. P. Daniels, and find the same correct. The short space of time intervening since the last report, we do not deem it necessary to give any itemized account of the same.

Yours truly in P. F.,

[SEAL.]

JNO. N. ROBINSON,  
HIRAM HURTY,  
E. H. BELKNAP,  
*Executive Committee.*  
WM. S. PINNEY, Accountant.

Questions of great importance to the good of the whole Order have necessarily arisen during the year, and we have met with your Grand Officers, whenever we deemed it for your good and often at their request, to consult together in regard to your mutual benefit and the best course to

pursue. Brothers, there are members of the O. R. C. scarcely two of whom think alike, or have the same view of almost any subject. What is beneficial to one person or class is oftentimes considered detrimental to another. Very true, your Grand Division makes the laws for our guidance, and as true the servants of the law have only to carry them out as they are instructed. Just as true as this, that the highest executive body in these United States has passed the Inter-State Commerce Bill, and the President searched from Maine to California to find the best men to explain its provisions, and the greatest executive, judicial and legal minds of this country have for sixty days been trying to solve its meaning, and in endeavoring to do so and please every one, have almost totally failed to do either, or even please themselves. On the work performed by your G. C. C., your committee have kept a watchful eye. We have found him ever ready and willing at all times to perform the work assigned to him. He has endeavored to and has assisted many brothers of the Order regarding their grievances, the result many times beyond their expectations. In our opinion, for the good of the whole Order, your G. C. C. should, if possible, so arrange as to have his permanent residence wherever the headquarters of the Order are, or may be determined on by your honorable body, as we think it to be of great advantage to all as well as producing a feeling of greater security to every member concerned, and every interest of our Order.

Remember, brothers, that the work from the standpoint of your G. C. C., knowing all the facts in every case, is very different from your views as individual members, and we also believe that the work can only be effectually carried on by your G. C. C. remaining at the office, ready at any and every time to attend to any worthy grievance and the general work of the Order, which has and is accumulating beyond your knowledge or even imagination. Your Grand Secretary and Treasurer, we believe, has faithfully endeavored and succeeded in carrying on his work, both to your profit and your future success. And from repeated observation and personal knowledge of the work performed in your general office we believe your interests have been and are to-day carefully guarded. Soon after the last session of the Grand Division your Executive Committee issued the following circular:

MILWAUKEE, WIS., November 18, 1886.

TO ALL DIVISIONS:—The Eighteenth Session of Grand Division has somewhat changed the policy of our Order, and we have made it the duty of the Grand Chief Conductor to act as Representative in the matter of arbitration between railway officials and members of the Order.

There is a marked desire expressed by all that the G. C. C. should visit Divisions as rapidly as possible, and in order that the best results be derived from his services, we have devised the following plan, which will be followed by all Divisions of the Order during the coming year.

It is the duty of members of the Order who have grievances to adjust, to bring

hem to the notice of their Divisions at once, and it will further be the duty of the Division so notified to investigate the grievances promptly; if necessary, they may appoint a grievance committee to adjust the matter. Should the grievance be of such a nature and extent as to affect a line of road and interest more than one division, all parties interested shall be consulted, and when they agree, they shall, by representatives, use all honorable means to have the wrong redressed by conference with the officers. Should they fail, they will notify the Executive Committee through their chairman, and they (the Executive Committee) will arrange for the Grand Chief Conductor to assist them at his earliest convenience. •

The foregoing articles are drawn with the intention of systematizing the work to be performed, and as the G. C. C. will be absent from his office the greater part of the time, it will bring about more desirable results and enable him to go forward with the work without interruption.

We hope all Divisions will cheerfully comply.

(Signed) J. N. ROBINSON,  
H. HURTY,  
E. H. BELKNAP,  
Executive Committee.

[SEAL.]

In the matter and manner of grievances, one clause of which reads: "Should they (the said committee) fail to adjust matters with their officials, you will then notify the Executive Committee through their chairman, and they (the Executive Committee) will arrange for the Grand Chief Conductor to assist them at his earliest convenience." Brothers, we believe in just one instance this has been complied with, and in all kindness allow us to say had it been lived up to the benefits would have been far greater in many instances. We are fully aware that there are supposed different opinions in regard to the strike clause in our obligation. Listen kindly for a moment while we give you our version of its true meaning. If any conductor or any number of conductors see fit at any time to sever their relations with any railway company by offering his or their resignation, then going about their legitimate business, whatever that may be, they undoubtedly have a perfect right to do so. But whenever singly or collectively they strive in any manner to keep others from filling the places they voluntarily gave up, or place any obstacle in the way of said company carrying on their business as they see fit, then you are breaking your solemn obligation. And from our view of strikes in the past twenty years, which have occurred in nearly every branch of business, we can scarcely point to one which has produced any good and lasting results.

We cannot forbear making our views very clear and plain in regard to issuing and circulating among certain Brothers and Divisions of any circulars or writings marked "Secret." Be bold and outspoken in all your doings and sayings, act a manly and brotherly part in all your communications, in all your work. We would earnestly recommend that some portion at least of the Insurance business, which at present occupies so much of your Grand Secretary and Treasurer's time, be transferred to the Insurance Department proper, and such work paid for out of that fund. If not,

that necessary help be allowed to assist in carrying on the work to a still greater efficacy. The bonds of your Grand Chief Conductor and Grand Secretary and Treasurer have been given and approved. They are now in the hands of the chairman of your committee. In the matter of permanent headquarters, if necessity requires a change, we beseech every Delegate and Brother in this Grand Division to work solely for the permanent good of the whole Order, irrespective of personal gain, ambition or preference.

Officers and Brothers of this, the Nineteenth Session of the Grand Division of Railway Conductors, you have met to do the work delegated to you to do by your several Divisions. We can but trust that your deliberations will be nought but works for the good of the whole Order. Guard well every cardinal principle. Let this be a meeting of brotherly love, of fidelity to manhood, and true greatness. Avoid all bickerings and strife, all contentions and jealousy. Strive to do yourselves great good, but above all, to help your Brother. Remember that if this be your motto and your works show it by striving to live up to these injunctions, none will render you more hearty assistance than the undersigned.

Your executive committee,

J. N. ROBINSON,  
H. HURTY,  
E. H. BELKNAP.

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*HART AND DUFF.*

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The attention of all is called to the advertisements of the above mentioned firm on last two pages in this number. These gentlemen are truly conductors' friends. They do their principal advertising with us, and we ask all members who are in need of goods in their line to give them a call. They will be glad to send you goods to any part of the country. We know them to be reliable business men. Please give them a trial.



## YARDMASTERS' DEPARTMENT.

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WM. BAIRD, Corresponding Secretary.

All communications for this department should be addressed to WM. BAIRD, 3519 Wallace street, Philadelphia, Penn., and should reach him not later than the 15th of each month.

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WILMINGTON, DEL., April 16, 1887.

MR. WILLIAM BAIRD, Cor. Sec. Yardmasters' Department:

*Dear Sir*—Although it has been nearly a year since I had the pleasure of meeting the members in general of Division No. 37, Yardmasters' Association, I have thought many times I would like to thank you all in some way for your extensive kindness to my husband and self, shown us on our trip last June out to St. Paul. Although I have not expressed my feelings, I thank you all, and to-day your kind actions are still fresh in our memories. And when we celebrated our tenth marriage anniversary, I little thought it would be made known throughout the whole universe, as your MONTHLY has so spread it. But, thanks to Mr. J. C. C., for mentioning it, but he left out his handsome gift, a lovely silver tea set. I hope, if we ever have the pleasure of going on another trip, that the same old faces may be there to greet us. I will never forget Mr. J. F. Irwin, Mr. Carter, yourself, and the dear ladies. To all I extend my heartfelt thanks, trusting we will all live to enjoy many future anniversaries.

Respectfully,

MRS. JAMES MELVIN.

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May 20, 1887.

EDITOR YARDMASTER'S DEPARTMENT:

The report of Grand Secretary Sanger is before me, and it presents a good showing for the year. There is a lesson in it that we should not be slow to learn. For the first year in six we have shown a loss of members. What's the reason? We can only attribute it to one cause—changes in officers. Not that Mr. Carter has not done all he could, for we believe him to be a conscientious and competent officer. But 'tis the lesson learned by all organizations, and we think it a good rule to "let well enough alone." The Association is healthy, and doing nicely. At our next meeting let us observe the above rule, and guard well the interests of all. Let all Divisions send their best men, and let all work for the best interests of our Association.

Yours truly,

H. G.

DENVER, COLO., April 4, 1887.

W. W. BAIRD, Esq., Corresponding Secretary:

*Dear Sir*—Inclosed you will find my report as Secretary and Treasurer of Division No. 8, for the fiscal year ending April 1. Business on all the Western roads is booming, all the rolling-stock and power being pressed into service, but I suppose, on the Inter-State Commerce Bill taking effect there will be quite a falling off in the receipts of freight. If no special provisions are made for the transportation of delegates to our Thirteenth Annual Convention, my impression is that the attendance will be slim indeed, especially those from a distance, who will find it impossible to be on hand, the expense incurred traveling across the continent being more than a yardmaster can usually afford. At the annual meeting of Division No. 8, held April 2, the following officers were elected for the ensuing year:

J. J. Bresnahan, President;  
 J. I. Brady, Vice-President;  
 J. W. Ryan, Secretary and Treasurer;  
 E. J. Burns, Corresponding Secretary;  
 H. Buckhorn, S. Champlin, G. W. Glessner, Trustees.

The following delegates were elected to represent Division No. 8 in the Thirteenth Annual Convention, viz.: W. J. Walpole, G. W. Glessner and J. J. Brady.

Geo. H. Davis, yardmaster, D. & R. G. Ry., on account of ill health, has taken a trip to the Pacific coast; hope that on his return he will have regained his health. During his absence Mr. D. Bearce holds the boys in check. J. J. Brady, formerly yardmaster of the B. & M., is succeeded by W. J. McKenna. S. Stewart, General Yardmaster of the U. P. Ry., has resigned, and is succeeded by your correspondent.

Hoping to have the pleasure of meeting you all at Detroit, I remain,  
 Fraternally yours, J. J. BRESNAHAN.

## OFFICE OF PRESIDENT.

TO THE OFFICERS AND MEMBERS OF THE Y. M. M. B. ASSOCIATION:

*Gentlemen*—The Thirteenth Annual Meeting of the Association will convene at Detroit, Mich., Wednesday, June 8, 1887, at 10 o'clock A. M.

Each Division is requested to send their full complement of Delegates; business of importance will be presented for their consideration.

Headquarters of the Association, while in Detroit, will be at the "New Kirkwood House," corner Cadillac Square and Campus Martius; special rates will be \$1.50 and \$2.00 per day, according to location of the rooms.

I wish to call special attention to the attached report of the Grand Secretary and Treasurer, for the year just closed, showing as it does, the vast amount of good accomplished by the Association during the year.

Delegates will wear badges, giving the name and number of their respective Divisions.

Trusting that there will be a full delegation present, and that the Delegates will be accompanied by their ladies, I remain,  
 Very respectfully,

E. M. CARTER, President

Wilmington, May 1, 1887.

# *SECRETARY AND TREASURER'S THIRTEENTH ANNUAL REPORT.*

INDIANAPOLIS, IND., April 30, 1887.

Number of Members April 30, 1886.....	1,452
Number of new Members since April 30, 1886, to April 30, 1887.....	167
Number of Members forfeited Membership for non-payment of Assessments.....	345
Number of Members forfeited Membership for being engaged in strikes.....	18
Number of Members deceased .....	22
Number of Members reinstated .....	2
Number of Members withdrawn.....	3
<b>Total Membership.....</b>	<b>1,233</b>

## RECEIPTS.

Cash in Treasury April 30, 1886.....	\$ 137.41
Cash received from Admission Fees .....	334.00
Cash received from Assessments.....	21,832.00
Cash received for new Certificates.....	6.50
Cash received for Reinstatements.....	24.00—\$ 22,333.91

By Cash paid—

## EXPENSES.

Mrs. John F. Foster, Indianapolis, Ind.....	Claim No. 73 ...	\$ 1,000.00
Mrs. Wm. T. Dickinson, Atlanta, Ga.....	" " *74....	1,000.00
Mrs. Wm. J. Edwards, Evanston, W. T....	" " 75....	1,000.00
Mrs. John M. Wise, Connellsville, Pa.....	" " 76....	1,000.00
Mrs. James Scanlan, Des Moines, Iowa....	" " 77....	1,000.00
Mrs. Anna Birmingham, St. Louis, Mo....	" " 78....	1,000.00
Mrs. Belle Horton, Red Oak, Iowa.....	" " *79....	1,000.00
Mrs. Sue B. Grant, Altoona, Pa.....	" " 80....	1,000.00
Mrs. Margaret Green, Mansfield, Mass....	" " 81....	1,000.00
Mrs. Laura B. Coleman, Harrisburg, Pa....	" " *82....	1,000.00
Mrs. Louise Caisey, Rutland, Vt.....	" " 83....	1,000.00
Mrs. Quintard Capehart, Chattanooga, Tenn.	" " 84....	1,000.00
Heirs of August Fiffer, Cincinnati, Ohio ...	" " *85....	1,000.00
Mrs. Mary Sweeney, Derry, Pa.....	" " 86....	1,000.00
Mrs. Beckey Smith, La Crosse, Wis.....	" " 87....	1,000.00
Mrs. Samuel F. Smith, Philadelphia, Pa....	" " 88....	1,000.00
Mrs. Joseph Armbruster, Bloomington, Ill..	" " 89....	1,000.00
Mrs. Mary A. Thomas, Philadelphia, Pa....	" " *90....	1,000.00
Mrs. Rebecca C. Burrows, Boston, Mass....	" " 91....	1,000.00
Mrs. Henry Marchwardt, New Albany, Ind.	" " 92....	1,000.00
For postage.....		102.00
" printing.....		307.50
" stenographer.....		45.00
" exchange, express, etc.....		10.35
" Committee on Constitution.....		18.00
" use of hall, St. Paul, Minn.....		22.00
Sec. and Treas. salary for year ending April 30, 1887.....		1,500.00—\$ 22,004.85

Balance in Treasury.....\$ 329.06

JOSEPH SANGER, Sec. and Treas.

Audited May 5, 1887, and found correct.

J. Q. HICKS, Chairman Ex. Com.

\*Paid out of surplus funds.

## MENTIONS.

—The uniform caps sent as samples to the Grand Division at New Orleans, by Hart & Duff, of St. Louis, were "Dandies" and no mistake. The Grand Division made a selection from them and adopted it as the public uniform cap of the Order. The matter was brought up and samples furnished at the request of Bro. Alexander, of Div. No. 137, at Lafayette, Ind.

—The union picnic of Divisions 148, of Chattanooga, and 180, of Atlanta, at Spring Bank, on the line of the Western & Atlantic Railroad, was one of the largest ever held by the Order. Fully 5,000 people were present. The Chattanooga train consisted of engine and twenty-three cars, the Atlanta train, engine and sixteen cars; and all regular trains were crowded. Good music, dancing, speeches and amusements, were the order of the day. Addresses were made by "Bill Arp," of Atlanta, and Grand Chief Conductor Wheaton. The committee were untiring in their efforts to make all happy. One of the most notable features of the occasion was the absence of all intoxicants, and no boisterous conduct was seen in or about the grounds. The brothers have our congratulations on their success.

—We are in receipt of a copy of the Williamsport (Pa.) *Breakfast Table*, and to our surprise, we find the face of one of our contributors, Joe Canthook, illuminating its pages, together with a short sketch of his life and of his best poems. The sender has our thanks.

—We are pleased to note the promotion of Brother D. D. Curran, of Div. No. 98, to be master of trains on Georgia Central Railway. We are sorry to lose Brother Dan as secretary of No. 98, but can wish him abundant success in his new field of labor.

—This number of the MONTHLY is edited by an extra. The regular editor is away on business and owing to all our letters being unopened, many communications will be held over for July number.

—Bro. C. R. Ashton was a pleasant caller at our office on 25th. Charlie looks as natural as life. He went West to look after some business interests in Iowa.

—Bro. Frank Rosenkrans, of No. 52, gave us a call on 25th, on his way East, from Des Moines, where he had been visiting his son, who is with the United States Express Company.

—The Passenger Conductors' Insurance Association, of Philadelphia, held its annual meeting in Boston May 18. Its membership is about 250.

—Bro. Miles D. Hunt, of Chicago Division No. 1, is reported sick at Denison, Texas. We hope to soon learn of his complete recovery.

—We are under personal obligations to Messrs. Alden & Co., of Binghamton, N. Y., for two boxes of fine cigars, labeled O. of R. C. They were much enjoyed by us, with our friends who frequented the office.

# LEGAL.

Edited by R. D. Fisher, Indianapolis, Ind.

## LEGAL RIGHTS OF TRAVELERS—IMPERILED SAFETY OF PASSENGERS.

The following are a few interesting abstracts of the law relative to why, when and where a passenger may be ejected from a train:

It is one thing to prevent a drunken or disorderly person or a "bad character" from boarding a train, and quite another to expel such a one after being lawfully on board. 11 Allen, 304; 46 N. Y., 23.

But having lawfully allowed a drunken man to get on board, he cannot be expelled during the journey unless he misbehaves. 55 N. Y., 108.

Then, too, a company may refuse to allow a passenger to board a train without a ticket; but if he succeeds in getting aboard, he cannot be expelled for want of a ticket, if he tenders the legal fare. 3 Park Cr. R., 234.

But if you refuse to pay your fare and the train has been stopped for the purpose of putting you off, a subsequent offer to pay does not give you a right to remain nor take from the conductor the right to exclude you from the car. Id., 15 N. Y., 455.

Nor having been put off do you gain a right to re-enter immediately on tendering either the fare or a ticket. You forfeit your right to continue on that train. 32 N. J., 309.

Except that if a train stops at a regular station and before being ejected there the fare is offered, the conductor should receive it. So N. Y., 226.

It is a familiar rule that in case it is lawful to expel a passenger it must be done with as little violence and force as possible, and in a manner so as not to injure him. 23 N. Y., 343.

In some States a statute provides that the expulsion must be at a regular station or near some dwelling house. A violation of such a provision makes the company liable. 3 Park, Cr. R., 234.

As a railroad company may lawfully make proper and reasonable police regulations for the safety and comfort of passengers, conduct in violation of such will justify expulsion. 11 Allen (Mass.), 304.

And so will a refusal to exhibit or deliver up a ticket when properly requested. 3 Park, Cr. Cus., 326.

Or insisting upon riding on a bogus or improper ticket. 37 Mich., 342.

Or a ticket upon which limitation has expired, which is "dead," as the conductor says. 63 N. Y., 101.

The possession of a ticket gives no right to a ride unless the company receives a consideration for it, and therefore a forged or stolen ticket will only result in your expulsion if you persist in riding upon it. 54 Miss., 503.

And the same rule applies to a ticket purchased with counterfeit money. Ib.

And it should go without saying that a passenger can be expelled for attempting to ride without a ticket or without paying the fare. 9 Ohio St., 214; 40 Ill., 503.

Or the fare which may lawfully be demanded in default of a ticket, though it be more than the price of a ticket. 19 Ill., 353.

And in addition to the violation of police regulations, justifying expulsions, as hinted above, a passenger guilty of breaches of any reasonable regulation or rule of the company, of which he is cognizant, may be ejected. 70 N. Y., 587.

Where there is no such statute as alluded to requiring expulsions to be made at some regular stopping place or near a dwelling, the passenger may be put off at any convenient point, except that he cannot be expelled where or in a way he will be knowingly exposed to injury. 19 Mich. 305.

(1.) Railroad companies are not insurers of the lives or persons of passengers, nor liable for injuries occasioned to them by inevitable accident. The matter of mere accident is a risk that the traveler himself necessarily assumes. C. & A. Ry. Co. v. Burk, 13 Wend. 611. The term, mere accident, means an inevitable occurrence, not to be foreseen and prevented by vigilance, care and attention, and not occasioned or contributed to in any manner, by the act or omission of the company or its agents.

(2) As common carriers or persons railway companies are ordinarily bound to carry, according to their reasonable rules and regulations, and in accordance with their regular time cards, all persons who apply to be carried, and are ready to pay, and do pay the usual fare when required, on such of their ordinary passenger trains as are used to stop at the stations to which such persons are wont to go—except persons of such unsuitable condition, character, conduct, habits or purpose, as may excuse the company from receiving or carrying them in their cars, or may make it a duty to expel them as a duty to other passengers Angel on Law of Carriers, Secs. 524, 525.

(3) Railway companies are not bound to receive for carriage persons whose purpose is to interfere with or injure the business and lawful profits of the company; nor persons who are of known and notoriously bad, or even justly suspicious characters; or persons offensively gross and immoral in their conduct, habits or behavior; nor so intoxicated as to be offensive; nor such as will not conform to the reasonable rules and regulation of the company in respect to the carriage of passengers, having knowledge of the same; nor such as refuse to procure tickets before entering the train. Such objectionable persons may not only be refused admission into the cars, but if their objectionable conduct, purpose, character or intention be known previous to such, but having been received thereon, may *only* be expelled therefrom on rendering themselves openly obnoxious to any of said objections; the conductor in charge using no more force or offensiveness than becomes necessary to effect such expulsion. *Jenks v. Coleman*, 2 Sumn. C. C. R. 221, and *State v. Chovin*, 7 Iowa, 204.

Having thus stated the rule universally upheld in the courts it is well to remember, however, that it is one thing to prevent a drunken, disorderly or objectionable person from boarding a train, but quite another to expel such a one after being lawfully on board. *Vinton v. R. Ry. Co.*, 11 Allen 304. So where a conductor under a mistake of facts, or of good judgment ejects a person from a car in which he was a passenger, which act was not justified by the passenger's misconduct, the company was held liable. So, also, where there was justifiable cause for ejection, but excessive force was used by the conductor (not wantonly or maliciously) the company was made liable. *Higgins v. Ry. Co.* 46 N. Y. 23; and *Hibbard v. Ry. Co.* 15 N. Y. 467.

But a carrier having lawfully allowed a drunken man to get on board, his misconduct cannot be anticipated and therefore cannot be expelled during the journey unless he misbehaves. It is the effect of being intoxicated that makes him dangerous or annoying to others; but a conductor is only called upon to act upon improprieties or offences witnessed by or made known to him, or should have been known to him. *Putnam v. Ry. Co.*, 55 N. Y., 108.

A company may as per Rule 3, refuse to allow a passenger to board a train without a ticket; but if he succeeds in getting aboard, he cannot be expelled for want of a ticket, if he tenders the legal fare. So a conductor of a train is also protected against an indictment for assault and battery, for putting out of the cars a passenger who refuses to pay his fare, if he uses no unnecessary force; and where the train has been stopped for the purpose, the right of the conductor is not taken away by his then offering to pay the fare. *People v. Jillson*. 3 Parkers, Cr. R. 284.

Nor a passenger who has forfeited his right to be carried further, cannot regain it by exhibiting his ticket after the train had been stopped for the purpose of putting him off. *Hibbard v. R. Ry. Co.* 15 N. Y. 455.

Nor having been put off do you gain a right to re-enter immediately on tendering either the fare or a ticket. You forfeit your right to continue on that train. *State v. Campbell*, 32 T. J. 309.

But if a train stops at a regular station, and before being ejected at such place the fare is offered, the conductor should receive it; and if he refuses and ejects the passenger, the company is liable. *Obrien v. R. R. Co.*, 80 N. Y. 236.

As referred to in Rule 3, in case it is lawful to expel a passenger, it must be done with as little violence and force as possible, and in a manner so as not to injure him. To eject a passenger from a railway car, while in motion, is so dangerous an act that it may justify the same resistance on the part of the passenger as to a direct attempt to take his life. Neither is such resistance upon his part held to be concurrent negligence, and a company is responsible for any circumstances of aggravation upon the part of the conductor attending this wrong. *Sanford v. R. R. Co.*, 23 N. Y., 309.

In some States the statute provides that the expulsion must be at a regular station, or near some habited abode or house. A violation of such statute makes the company liable. *People v. Jillson*, 3 Park Cr. R., 234.

As a railroad company may lawfully make proper and reasonable police regulations for the safety and comfort of passengers as referred to in Rule 3. Any conduct in violation of such will justify expulsion. *Vinton v. R. R. Co.*, 11 Mass. 304.

And so will a refusal to exhibit a ticket, or deliver up a ticket when properly requested; or insisting upon riding on a bogus or improper ticket; or a dead ticket, the limitation having expired. *People v. Caryl*, 3 Park, Cr. R. 326; *Fredrick v. R. R. Co.*, 37 Mich. 342; *Hill v. R. R. Co.*, 63 N. Y. 101.

The possession of a ticket gives no right to a ride unless the company has received a consideration for it; so, therefore, a forged or stolen ticket will only result in one's expulsion if he persists in riding upon it. And the same rule of doctrine applies to a ticket purchased with counterfeit money. The company is under no obligation to transport one who has *innocently* purchased his ticket with counterfeit money, and may eject such person from the train if he refuses to rectify the wrong. *Railway Co. v. Chastine*, 54 Miss. 503.

In Illinois it has been held that a passenger can be expelled lawfully, who refuses to pay, when demanded of him, more than the price of a ticket which he neglected to procure. *Railway Co. v. Dalby*, 19 Ill., 353.

And in addition to the violation of police regulations justifying expulsions, as hinted above, a passenger guilty of breaches of any reasonable regulation or rule of the company of which he is cognizant, may be ejected. As, where a brakeman ejected a passenger for persisting in his alleged right to ride in the ladies' car, held that the regulations of setting apart a car for ladies, or for ladies attended by gentlemen, was reasonable, and no liability attached for such ejection. *Railway Co. v. Peck*, 70 N. Y., 587.

Where there is no statute requiring that expulsions must be made at some regular stopping place or near a dwelling, the passenger may be put off at any convenient point, except that he cannot be expelled where, or in any way he will be knowingly exposed to injury or peril; there is no rule which requires any consideration to be shown for the mere convenience of a wrong-doer. *Railway Co. v. Miller*, 19 Mich. 305.

#### IMPERILED SAFETY OF PASSENGERS.

Where a man manifestly intoxicated and quarrelsome, and indecently attired, presents himself as a passenger, and the conductor having his attention called to the fact and knowing the man's condition, should allow him to enter the car, it would be at the company's peril as being negligent of your safety. Or, where a brakeman, having knowledge of a man's condition or character, and so informs the conductor; and with that warning the conductor introduces the man to the car as your travelling companion, exemplary damages in addition to your actual damages caused by the pains, and suffering from a wound occasioned by an assault may be recovered. *Hendricks v. R. R. Co.* 44 N. Y. Supr. 8.

But the mere fact that a man is drunk will not justify his expulsion after he has been received into the train as a passenger, although he may be in a state in which he will be easily excited into committing violence upon any one. His condition will make it incumbent on the conductor and train men to keep an eye on his movements, perhaps; but if he should make a sudden and unexpected assault upon anyone, having previously been quiet, the injured party must alone look to him for damages. *Flint v. N. Y. Transp. Co.* 34 Conn., 554.

## GRAND OFFICERS OF

## THE ORDER OF RAILWAY CONDUCTORS.—1887.

*Grand Chief Conductor.*—CALVIN S. WHEATON, Cedar Rapids, Iowa.  
*Assistant Grand Chief Conductor.*—EDMUND COMAN, 905 W. 13th St., Kansas City, Mo.  
*Grand Secretary and Treasurer.*—WILLIAM P. DANIELS, Cedar Rapids, Iowa.  
*Grand Senior Conductor.*—ALONZO B. GANETION, Dennison, Tex.  
*Grand Junior Conductor.*—CHARLES E. WEISZE, Middletown, N. Y.  
*Grand Inside Sentinel.*—P. H. POTTER, New Orleans, La.  
*Grand Outside Sentinel.*—W. P. SHEHAN, Springfield, Ill.

## EXECUTIVE COMMITTEE.

HIRAM HURTY, Chairman, Hornellsville, N. Y.—Term expires May, 1888.  
 ERWIN H. BALENAF, Galesburg, Ill.—Term expires May, 1889.  
 WILLIAM CLEWS.—Term expires 1890.

## INSURANCE COMMITTEE.

W. S. SEARS, Chairman, Adrian, Mich.—Term expires May, 1888.  
 WILLIAM J. DURBIN.—Term expires 1889.  
 JOSEPH H. LATTIMER.—Term expires 1890.

## FAST GRAND CHIEF CONDUCTORS.

W. L. COLLINS, CYRUS A. STANCHFIELD, JOHN B. MORFORD.

## DIVISION DEPARTMENT.

(When not otherwise given, address of officers is at the place where Division is located.)

**Chicago Div. No. 1,** Chicago, Ill. C. C., Wm. Kilpatrick, 229 Park ave.; Sec. and T., J. P. Es-may, Wells street depot, Room 20. Meets 1st and 3d Sundays in each month at 10:00 a. m., at 82 West Randolph st., Chicago, Ill.

**Buffalo Div. No. 2,** Buffalo, N. Y. C. C., H. S. Chapman, 71 Prospect st., Lockport, N. Y.; Sec. and Treas., W. J. Jackman, Tucker's Hotel. Meets 2d, 3d and 4th Sundays of each month at 14:30 in Stendt's hall, over 198 E. Seneca st., Buffalo, N. Y.

**St. Louis Div. No. 3,** St. Louis, Mo. C. C., Wm. Lewis, 1907 S. Jefferson Ave.; Sec. and Treas., W. M. Wheeler, 2953 Atlantic st. Meets 2d and 4th Sundays in each month at 13:00, in Elk's hall, over People's Theatre.

**Marshall Div. No. 4,** Marshalltown, Ia. C. C., W. H. Voorhies; Sec., J. D. Rayle. Meets 1st and 3d Sundays in each month at 3:00 p. m. in G. A. R. Hall, cor. Main st. and 1st ave.

**Collins Div. No. 5,** Baltimore, Md. C. C., J. S. Mewshaw, Calvert Station; Sec. and Treas., George Dewey, 1601 Harford ave. Meets every Monday at 9:30 a. m., at "Old Town Bank Hall," cor. Gay and Exeter sts.

**Battle Creek Div. No. 6,** Battle Creek, Mich. C. C. N. D. Austin, Williams House, Sec., N. E. Retallick, 167 S. Jefferson st. Meets 2d and 4th Sundays at 2:00 p. m., in K. of P. room, Castle hall, Morgan block, Battle Creek, Mich.

**Houston Div. No. 7,** Houston, Tex. C. C., D. J. Glenney; Sec. W. E. Ligon. Meets 1st and 3d Sundays in each month at 10:00 a. m., cor. Congress and Fanin sts.

**Rochester Div. No. 8,** Rochester, N. Y. C. C., J. O. Spellman, National Hotel; Sec. Geo. H. Clark, 57 Chestnut st. Meets every Sunday at 15:00, Consistory hall, over 14 State st.

**Elmira Div. No. 9,** Elmira, N. Y. C. C., Geo. E. Drake, 162 S. Elm St.; Sec., C. A. Wood, 209 Gilltman St. Meets 2d and 4th Sundays in each month at 3 p. m., in I. O. O. F. Temple, Water st.

**Southern Tier Div. No. 10,** Waverly, N. Y. C. C., M. Dearborn; Sec., Burt Hutchins, lock box 55, Sayre, Pa. Meets 1st and 3d Sundays in each month at 2:30 p. m., s. e. corner Broad and Fulton sts.

**Emporia Div. No. 11,** Emporia, Kan. C. C., H. K. Stewart; Sec. and Treas., C. F. Skidmore, lock box 1175. Meets in K. of P. Hall, 1st and 3d Sundays in each month at 2 p. m., s. e. cor. Fifth ave. and Merchant st.

**Lackawanna Div. No. 12,** Scranton, Pa. C. C., John J. Farrell, Dunmore, Pa.; Sec., P. J. O'Malley, 516 Lackawanna Ave. Meets 2d and 4th Sundays each month at 2:30 p. m., in German Odd Fellows' hall.

**Union Div. No. 13,** St. Thomas, Ont. C. C., A. W. Martan, box 251; Sec., J. F. McCarthy, box 887. Meets every Sunday at 2 p. m., city time, in Masonic block, Talbot st., east end.

**Cleveland Div. No. 14,** Cleveland, O. C. C., Chas. Mullen, 36 Newton St.; Sec., F. A. Bunnell, 326 Lake st. Meets 2d and 4th Sundays in each month at 1 p. m., in I. O. O. F. hall No. 52 Public Square, Cleveland, Ohio.

**Stratford Div. No. 15,** Stratford, Ont. C. C., Frederick Hayhow; Sec., E. J. Burton, box 488. Meets 2d and 4th Sundays each month at 2:30 p. m., Forester's hall.

**London Div. No. 16,** London, Ont. C. C., Adam Douglas, 275 Talbot st.; Sec., John McAuliffe, G. T. R'y. Meets 2d and 4th Mondays of each month at 2:30 p. m., in B. of L. E. hall.

**Toronto Div. No. 17,** Toronto, Ont. C. C., Robt. A. Purdon, 6 Baldwin St.; Sec., E. Williams, 460 Front st. W. Meets 1st and 3d Sunday in each month at 14:30 in Odd Fellows hall, cor. Queen st. and Spadina Ave.

**Three States Div. No. 18,** Cairo, Ill. C. C., John Shields, Mt. Carmel, Ill.; Sec., F. M. Conlan, Danville, Illinois. Meets every Sunday at 2 p. m., cor. Sixth and Commercial aves.

**Elkhart Div. No. 19,** Elkhart, Ind. C. C., S. H. Hussey, box 980; Sec., G. W. Huntley, box 979. Meets 2d and 4th Sundays of each month at 14:30 in K. of P. hall, cor. Franklin and Main sts.

**Garfield Div. No. 20,** Collinwood, O. C. C., D. H. Rogers, box 230; Sec., M. N. Hyde, lock box "F." Meets in B. of L. E. hall, Collamer st., every alternate Tuesday at 7:30 p. m., commencing Dec. 12, 1882.

**Creston Div. No. 21,** Creston, Ia. C. C., C. F. Allen; Sec., M. R. White, lock box 1154. Meets 1st and 3d Sundays of each month at 14:30, in K. of P. hall, No.—Fine street, Creston, Iowa.

**Mason City Div. No. 22,** Sanborn, Ia., C. C., S. W. Derrick, Mason City, Ia.; Sec., H. L. George, lock box 278, Sanborn, Iowa. Meets 2d and 4th Sundays in each month at 2 p. m., in Masonic hall, corner of Commercial and Fifth sts.

**Sylvania Div. No. 23,** Catawissa, Pa. C. C., Benj. J. Schmick; Sec., Aaron W. Stadler. Meets 1st and 3d Sundays of each month at 18:00, in Eyer's Building, and last Monday at 19:00.

**St. Albans Div. No. 24,** St. Albans, Vt. C. C., E. D. Nash; Sec., J. A. Sturdivant. Meets 1st Friday in each month at 19:30 and 3d Sunday in each month at 14:30.



# THE RAILWAY CONDUCTORS'

## MONTHLY.

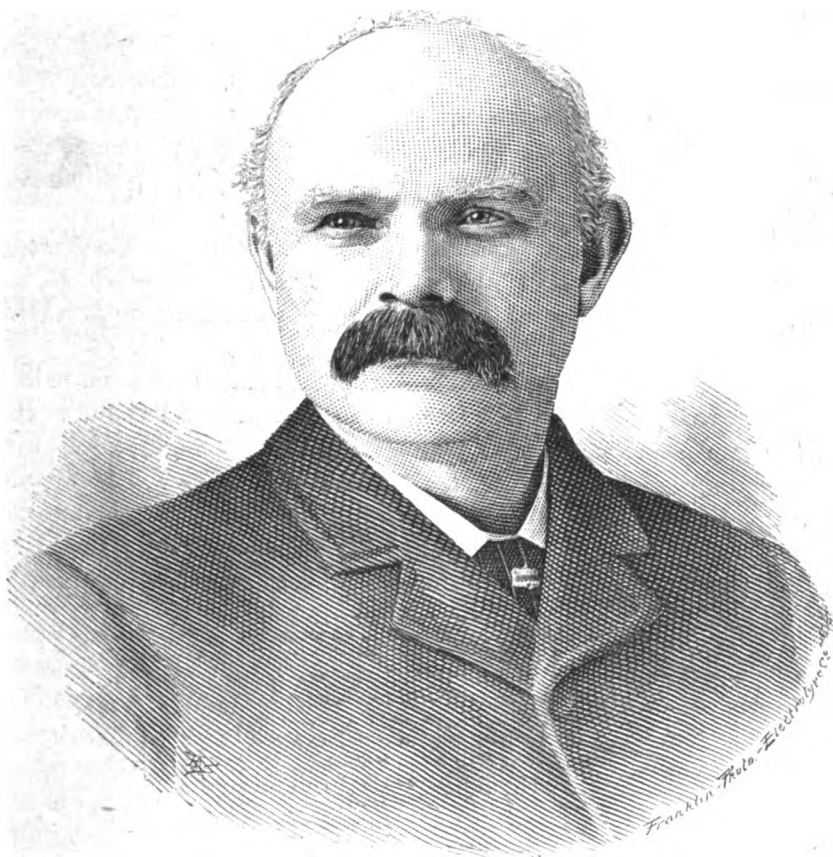
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Volume IV.

CEDAR RAPIDS, IA., JULY 1, 1887.

No. 7.

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JOHN NORTON ROBINSON.

John Norton Robinson was born at Basking Ridge, Somerset county, N. J., September 23, 1847.

He came west to Fort Scott, Kas., about twenty-two years ago, was engaged with his brothers in the grocery business in that city a short time. He then went to Amboy, Ill., and engaged with the Illinois Central Railway as brakeman; remained with that company about one and one-half years. Then left to take a position with the Des Moines Valley Railway, between Pella and Des Moines, remained with this company as brakeman, baggageman, and conductor for a number of years, or until sold to the C., R. I. & P., and with that company until January, 1878, when he again started west and engaged with the Atchison, Topeka & Santa Fe, between Atchison and Emporia Junction; was only a short time on this line. Left to accept a position with the Wisconsin Central Line as conductor, running a train between Milwaukee and Stevens Point, Wis., until the spring of 1882, when he entered the service of the passenger department as city passenger and ticket agent at Milwaukee. Was promoted to the position of traveling passenger agent with headquarters at Milwaukee, August 21, 1885, the position now held by him.

He joined the Order of Railway Conductors or the Conductors' Brotherhood as charter member of Des Moines Division No. 38, and was Secretary and Treasurer of that Division up to the time of leaving the service of the C., R. I. & P. Railway.

Brother Robinson attended the Fifteenth Annual Session held in St. Paul, Minn., as proxy delegate for No. 64, at Erie, Pa., and at that session was elected a member of the Executive Committee for three years, and served his term in that position and is now a permanent member of our Grand Division. Bro. Robinson has done much to advance the interests of the Order during his connection with it, and is at present a worthy member of Division No. 46, located at Milwaukee, Wis.

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### SPRING IS HERE.

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The grocer is labeling new  
His ancient sugar stock,  
The screeching boy across the field  
The lively ball doth sock;  
With creaking wheels the whitewash man  
About the street doth wade.  
With shining tiles the dudes prance forth  
In checks and stripes arrayed.  
In sweetest dreams the happy maids  
Their new spring bonnets plan;  
And in the alley mud doth lie  
Two corsets and a can.

—*Dry Goods Chronicle.*

LIBERALITY OF RAILROAD MEN.

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There are many people in this world, as well as many classes. Some are noted for their good qualities, while others are condemned for their bad and evil ones. One class are so constructed that they are the recipients of a large amount of praise from their fellow men, while at the same time some little act may overthrow all the good that has been done by them, and therefore it takes a long time to counteract the evil deed. There are one class who are always, and at all times, on hand to do what they can and are willing to insure their friends of their assistance. Then there is another class who are evidently just as liberal in their views and assistance, but at the same time manifest a desire to have it known who the one was who extended the favor. The difference between this class and the other is, that one wants praise while the other does not. Then there is another class who are always counted in on all commendable work; they love to do charitable and benevolent deeds; it affords them great pleasure to be able to render aid and assistance, and one to hear them talk and express themselves, would at once come to the conclusion that they were the owners of the whole world; that there would be no hesitancy on their part in giving it for benevolent purposes. They have a heart like an ox; but when you make an honest and true appeal to them for assistance, you soon find their heart like stone, and if the whole amount of good they had ever done or been associated with, either directly or indirectly, should be recorded on the finest tissue paper, it would not weigh as much as a grain of mustard seed. When, after all has been said in reference to various classes, there is the class who are the same to-day as in years gone by, only they are extending their field of labor in the way of societies, etc. This class is the railroad men. No matter where you find them—if on the northern borders of the United States, on the Atlantic or Pacific border—they are the same. A friend in need meets one who is able to extend to him aid and assistance, either through an organized society or else they draw from their pocket the hard-earned cash and present it with the wish that it may accomplish the good that it is intended for, and nothing more is said of the deed of charity and kindness. Not a day or week passes but what some great good is being done by this class of men who are generally called the railroad boys. At all prominent railroad points there are strong organized societies who aim to look after the wants of their railroad comrades in times of need.—*Ex.*

### GOOD ADVICE.

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Never try to run and catch up with a train, if it is leaving the depot as you arrive. Of course you could beat the locomotive in speed and jump aboard all right, but such a procedure is undignified. On the contrary, motion to the brakeman on the rear end of the car to stop the train, and the same will invariably be stopped—at the next station.

Should there be a newly wedded pair among the passengers when you are making a journey, hire the newsboy to throw into their laps, every five minutes, books like the following: "The Alarming Increase of Marriage Incompatibility;" "Dynamite as a Remedy for Too Much Mother-in-law-ism;" "How to Get a Divorce, or Every Man His Own Indiana 'Shyster'," "Wicked Benedicts, and How they Deceive Trusting Wives," etc., etc.—until the frightened bride bursts into a fit of uncontrollable weeping that lasts the entire day, and the groom is mad enough to inaugurate a little massacre (*a la* Khartoum) of his own among the employes of the whole American News Company—from the insignificant trainboy up to the President.

Never put your head out of a car window when the train is in motion. By so doing you will sometimes get yourself very much disliked by the freight conductor, who is put to the trouble of scrubbing your gory brains off from the corner of his new and gaudily painted caboose—standing on the side-track close to the main line. Besides, you are liable to damage the railroad company's property by swiping off the top of a switch, or knocking an abutment out from under some bridge with the psychological portion of your anatomy.

If you weigh about three hundred pounds avoirdupois, always buy an upper berth in the sleeper. On retiring make loud remarks relative to the "flimsy construction of upper berth fastenings" in general; then toss around in your berth and make it creak as if it were overstrained and weighted, whenever there is a pause at some way point during the night, and the car is otherwise quiet. This will impart a rapturous sense of security to the trembling woman or emaciated male consumptive of the bunk below.

Don't fail to take a good strong hatchet along when you start on an extended trip. You will find it very useful in the junction restaurants at the "twenty minutes for refreshments" time, in reducing the sole-leather steak, cannon-ball biscuits, and steel-riveted pie to an eatable state. The article also comes in handy with which to knock down waiters who bring you seventy-five checks for fifteen-cent meals.

There is very little amusement in the engineer's rapid transit ex-

istence. If you wish to cast a halo of delight about him for once in his life, just tell some verdant tourist in the parlor car, who wishes to ask a question concerning the time table, to pull the bell-rope and ring for the conductor to come and answer it. When the presiding genius of the throttle valve has brought the train to a standstill, and finds out there is no breakage anywhere or danger of a collision on the line, and that it was only a harmless bit of pleasantly on your part, he will be convulsed with riotous cackels of mirth, especially when he realizes that the delay will put him ten minutes behind schedule time. He will send his fireman back, when he reaches the next watering place, to pat you lovingly on the back (with a club) and tell you that you are a first-class fellow (to put in a "home for imbeciles.")

Pay no attention to the placard on the car doors: "Passengers are not allowed to ride on the platform." This is a deep-laid scheme on the part of railroad corporations to forestall accidents and thereby avoid payment of consequential damages and is a cheeky infringement upon the rights of American freeman. Stay out, by all means, and by lounging on the steps or sitting on the brake, vindicate your independence. If you can only manage to fall off while going round a curve at a mile-a-minute rate, and break your neck, why your bereaved family can get a judgment for ten thousand dollars or so against the company, and thus thwart it in its high-handed endeavors to abridge the liberties with which you are endowed by an enlightened citizenship.

In conclusion.

Before you try to pick the cinder out of your neighbor's eye while traveling, be sure and get the clinkers out of your own.

Never put off getting until to-morrow the number of free passes you can get to-day.

It is easier for a camel to go through the knee of an idol than for a pair of lovers to kiss while passing through a tunnel—without being discovered in the act by some heartless snoozer who will light a match.

Who hath woe? Who hath contention? Who hath things made miserably uncomfortable for him en route—from the rising of the sun until the going down thereof? The passenger who only tips the sleeping car porter with a dime each morning, when a half dollar at least is expected.

'Tis said that "a word to the wise is sufficient." Well, then, the above ought to be an unabridged dictionary, a morocco bound cyclopædia, and a twenty-two-volume Thesaurus to those "whom it may concern."

Nuff ced.—*Jeff Joslyn in Railway Times.*

## A BRAVE ACT.



## A CONDUCTOR SACRIFICES HIMSELF TO SAVE A TRAIN.

James A. Deblois, of the Boston & Albany, came to his death on April 27 while bravely endeavoring to prevent a disastrous collision at Brookfield, Mass. A freight train climbing the long steep grade between South Spencer and East Brookfield broke apart near the former station, and the rear cars started off at a speed that soon became terrible. When Engineer Mead realized the nature of the mishap he started back in pursuit of the runaway rear end of his train. When the forward part, after a sharp chase, came in proximity to the second portion, Conductor Deblois ran along the swaying footwalk on top of the freight cars.

The only possible way to connect the two sections of the train again, there being no one on the rear end of the train, was by jumping to the second section and applying the brakes. Conductor Deblois understood this, and waited on the end of the car until he thought the two sections were near enough together, when he made the leap, but, falling short, he dropped to the ground and was instantly crushed under the flying wheels.

At East Brookfield, one of the section hands saw the impending catastrophe and threw open a switch, so that the cars ran on a siding. In a few minutes ten cars were thrown off the rails and a general splintering occurred. The railway officials estimate the loss at \$20,000.

Conductor Deblois was born June 30, 1856, at Arlington, Mass.

He began his railroad career on the Providence & Fishkill in 1876, leaving that road to become baggagemaster at Hartford for the N. Y., N. H. & H., afterward acting in the capacities of freight and passenger conductor on the same road. In 1879 he entered the service of the Boston & Albany, continuing in the capacity of conductor until the time of his death. Deblois was highly esteemed for his personal bravery, as well as for his upright and honorable character, and his loss is deeply mourned by his fellow-railroaders and other friends. He leaves a wife and two children.

RAILROADER.

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### AN IRISH SPECIAL TRAIN.

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The *Railway and Tramway Express* contains the following account of the train which was used throughout by the Prince and Princess of Wales during their recent visit to Ireland :

"The train was formed as follows: Engine and tender, passenger-luggage brake van, first-class carriage reserved for representatives of the press, saloon carriage for the ladies-in-waiting staff, saloon for the Prince and Princess, composite carriage for attendants, composite carriage for officers and staff of the railway, passenger-luggage brake van. The engine carried in front a Royal Standard and Union Jack, with the Prince's plume at foot of the chimney. It is one of a class built especially for the express inland and American mail train running between Dublin and Queenstown. The four-coupled drivers are seventy-eight inches in diameter, and a four-wheeled truck is placed under the cylinders, which are inside, and measure eighteen inches by twenty-four inches. The engine was built at the Inchichore Works of the Great Southern and Western Railway, and was exhibited at the Cork exhibition in 1883, and was awarded a first-class medal for excellence of design and workmanship. The first-class compartments throughout the train are of the standard design. Their fittings are particularly rich and chaste. The panels over the seat in each compartment are fitted with photographs, tastefully mounted, of Irish scenery adjacent to the Great Southern and Western Railway. The upholstery is in fine blue cloth. The smoking compartment is covered in Russian leather. The woodwork is of various Irish-grown woods, inlaid in the panel framing and roofs. The saloon for the immediate attendants upon the royal party comprises two compartments, with doors uniting them. The royal saloon is a noble carriage, with lofty roof, and two spacious compartments. The exterior of the carriage is richly gilt and painted in the

lake colors adopted throughout the whole of the passenger rolling stock, and bears the national heraldic emblems on the panels at each end. The interior is padded to the height of the windows. The padding is covered with an Irish poplin of olive-green tint. The window curtains and nettings are of brown and gold. The furniture of this carriage consists of couches and chairs. The internal doors, framing and spaces between the windows are inlaid with Irish woods of varying colors and figure, Irish bog-hog and bog-yew being predominant in the design. The roof is domed so as to give greater heights from floor level. The ventilation of the carriages is insured by an apparatus in the roof, which, while securing the end desired, prevents any down draughts of cold air. Flower brackets projecting from the sides give a charming effect to the interior of the carriage. The train is fitted throughout with a continuous vacuum brake, which is fitted with an ingenious tell-tale, warning the engineer should a hose or vacuum-sack burst. A very small ejector on the engine is always at work maintaining a vacuum of about  $1\frac{1}{2}$  inches as long as everything is right. This vacuum (which is insufficient to set the brakes) is shown on a very sensitive gauge on the engine, but any serious leak destroys the small vacuum, and the fall of the needle warns the engineer of a leak, but does not stop the train.

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#### A PERVERSION.

Full many a flower is born to blush unseen,  
 And waste its fragrance on the desert air;  
 Full oft' the filthy oleomargarine  
 Is served as premium butter from a fair.

— *The Judge.*

---

#### TO HER.

Thy trembling arm I pressed  
 Fondly : our thoughts confessed  
 Love conquest tender.  
 God filled the vast sweet night ;  
 Love filled our hearts—the sight  
 Of stars made splendor.

Even as we walked and dreamed,  
 'Twixt earth and heaven it seemed  
 Our souls were speaking.  
 The stars looked on thy face,  
 Thine eyes through violet space  
 The stars were seeking.

And from the astral height  
 Feeling the sweet, soft light  
 Thrill to thy soul.  
 Thou saidst : "O God of Bliss!  
 Lord God of the blue abyss  
 Thou madest the whole."

And the stars were whispering low  
 To the God of Space : "We know,  
 Lord God of eternity!  
 —Dear God, all love is Thine :—  
 Even by love's light we shine ;  
 Thou madest beauty."

— *Victor Hugo.*



The following poem was read at the close of the Nineteenth Annual Session by Brother James Ogilvie, of Division No. 27. It was listened to with close attention, and at its close drew forth a well merited round of applause.—[ED.]

Stand, brothers, stand, to the cause of our Order,  
 The O. R. C.—all orders above ;  
 May no vile dissensions, no hate or disorder,  
 E'er mar our communion of Fidelity, Justice, and Charity.  
 We have raised up an altar, where true love abiding,  
 Shall shine as a star from the heavens above,  
 And the spirit of Charity ever presiding,  
 Shall brighten its flame by the light of her love.  
     No frowning malignity  
     Mars her fair dignity  
     But love and benignity  
     Soothingly flow ;  
     With fidelity  
     And sweet Justice  
     Charity will leave its traces  
     On mortals here below.

In sad days of sorrow the great secret will open,  
 The portals of plenty, to brethern in woe,  
 And round them will hower blest Charity's token,  
 A shield for our dearest 'gainst every dark foe.  
 With fidelity to the right all stand to deliver  
 Our brethern even from sorrow below ;  
 This life's choicest treasures we draw from our quiver,  
 For the rainbow of love is our beautiful bow.  
     Her eye mildly gleaming  
     With friendship is beaming  
     Her heart richly teeming,  
     With mercies untold ;  
     In the glance of her face are  
     Perpetual graces  
     And the sheen of her tresses ;  
     Is radiant with gold.

"May the great secret flourish" be this our endeavor,  
 While no enemies trouble, no dangers befall,  
 May Divisions increase in the land of the free,  
 And this Grand Division grow stronger and stronger.  
 Success to our Chief, the Assistant and Treasurer,  
 Past-Chief, Senior and Junior Conductors too ;  
 Let the Executive and all the Brethren seek God as protector,  
 And the Scribe and the Sentinel prove faithful and true.  
     May concord and unity  
     Mark our community  
     And grant us immunity  
     From hatred and strife.  
     May kindness and verity  
     Smooth our asperity  
     And may true prosperity  
     Brighten our life.

### EUROPEAN RAILROAD MEN

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#### PRIVILEGES OF THE MEN—CHEAP TRANSPORTATION.

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I believe that no class of laborers or men with trades are so well cared for as railroad employes on the continent, particularly those in this country. French railroad men have no fear of slack times; they share directly or indirectly in the profits of the company, and they have a retiring pension. I have made special inquiry into the manner in which the employes on railways in France and England are treated, and the comparison is decidedly against the latter country. The *Campagnie de l'Ouest*, or Western line, is not the most prosperous in France, but it gives employment to about 23,000 persons. The average yearly wages paid by this company are: Engineers from \$626 to \$1,040; firemen from \$890 to \$492. On a corresponding English line, which has 11,000 employes, the average wages were: Engineers, \$600 to \$784; firemen, \$345 to \$510. In France all employes on active duty are paid by the month instead of by the week as in England. As for the other employes, the wages of signal and points men of all grades average from \$252 to \$403, and for ticket collectors and brakemen from \$252 to \$362 in France, while in England the average is from \$262 to \$412, and from \$263 to \$383; but the French employes of these classes receive an indemnity for rent and lodgings in addition to their monthly wages. For train hands generally the rate in France is from \$193 to \$312, as against \$176 to \$200 in England, and for car washers in France \$235 to \$290, as against \$176 to \$235 in England.

But where the French employe has an immense advantage over his English fellow is in the advantages that he enjoys; as, for instance, the "assistance funds," retiring funds," "saving funds," etc., which the companies over here place at the disposal of their people. The *Campagnie de l'Ouest* appropriates regularly \$23,550 per year for her assistance fund in case of sickness. The English company only set aside \$5,000 for the same good purpose. In England a right to a retiring pension exists only at the age of sixty years, and after ten years' contribution to the pension fund; the French employe can retire at the age of fifty-five, after twenty-five years of service, or at the age of fifty after twenty years of service, if pronounced incapable of fulfilling his duties. In the English companies neither the widow nor children of an employe gets anything from the pension fund; in France, in case of death after fifteen years' service the widow receives half the pension man would be

entitled to, and when she dies one-half of her pension reverts to the children during minority.

The French employes have certain other privileges, such as the transportation of freight over the whole line at the low rates of two-fifths of a cent per ton per kilometer. The company will also supply them with provisions and wines of all sorts at the lowest wholesale rates, and if stationed at points where such articles are exceptionally dear, where the company cannot conveniently keep store houses, they receive certain additions to their wages, expressly designated as an indemnity to meet such cases. They are allowed to purchase their fuel at the same rate as that paid by the company, while in the case of sickness they are attended by the company's physician and supplied with medicines gratuitously. A French railroad employe can travel over the line of his own company at one-fourth the regular rate of fare, and by a reciprocal arrangement he can do the same on all other roads in France. Moreover, he has a right to large reductions from regular rates for all members of his family. Besides, the French companies allow what is called "primes" to all engineers and firemen for economy in machinery and fuel, and at the end of the year all meritorious services in every department are rewarded by "gratification," that is to say, a certain sum of money. The orphans of all employes killed while on duty are placed in orphan asylums at the expense of the company and kept there until they are seventeen years old. Even when an employe is dismissed he is entitled to a certain indemnity, especially if the discharge is not because of his own fault.

In order to give an idea of the assistance rendered by the company I have already mentioned to its employes, I quote the following table of 1883:

Premiums to engineers and firemen.....	\$288,360
Allotment to pension fund from earnings of the company.....	273,450
Gratifications, etc.....	188,000
Medical services and drugs.....	38,300
Allotment to the aid society.....	23,950
Indemnities for extra work.....	19,800
Premiums to employes (special cars).....	20,000
Asylums.....	12,000
Hygienic beverages.....	5,500

Total.....\$858,500

During the same year the concessions made to employes for transportation to themselves, their families and freight amounted to \$270,500. An English railway employe wishing to leave the company's service must give notice, but he can be discharged without warning; in France an employe can quit when he likes, but if he is dismissed he is entitled to fifteen days' wages.—*Paris Correspondence San Francisco Chronicle.*

## GAIN.

A man with lines of thought and care,  
 Proclaiming his middle age,  
 Entered his home almost in despair,  
 For "life" his mind does engage.  
 Wearily, this eve, life's balance is cast,  
 Himself he bitterly arraigns,  
 "A loser in life will he be to the last,"  
 Or, if not a loser, no *gains*.

In dejection, does he life's ledger scan  
 Since entering his worldly contest,  
 The entries therein read, "toiled like a  
 man,  
 Not pausing to take the needed rest."  
 "But figures and facts, surely, won't  
 lie."

He foots life's columns with pain,  
 Closing the book, bows his head with  
 a sigh,  
 Drops asleep thinking, "no loss or  
 gain."

As sleep weights his lids, and closes  
 his ears,  
 Life's burdens are still on his heart,  
 The echoes of dear home voices he  
 hears,  
 Whose tones of his life they are part.  
 "No loss or gain" is yet in his brain  
 While the echoes start a different  
 cue,  
 The heart is weary and full of pain,  
 But his mind has a home review.

Don't disturb papa," is the shibboleth,  
 Always obeyed without shrinking,  
 Till the weeping child will "catch its  
 breath."

If it annoys the father's thinking,  
 Softly, feet upon the floor move,  
 Children their young voices curb.  
 Each act, from mother to midget, but  
 prove  
 "No one should papa disturb."

Disturbed is he now as the "toddler"  
 goes by,  
 Steadied by hands on pa's knee.  
 The touch his heart enters, seeming  
 to cry,

"Have you gained nothing in me?"  
 His daughter's light step, in the echo  
 has past,  
 Seems also to enter his brain.  
 Her presence, too, finds a way to his  
 heart.

And she utters: "Am I loss or gain?"

Voices of boys, the echoes then wake,  
 Honest, kindly and true.

"What share, papa, now do we take  
 In your heart, as we pass in review?  
 Are you counting upon us, also, the  
 cost?"

Does your presence here seem in  
 vain?  
 Would it be better, if you us lost  
 From the circle, to help out your  
 gain?"

The matron's voice, the dear, good  
 wife,  
 Considerate, true and kind,  
 The echoes wake while thoughts are  
 rife

In the husband's troubled mind.  
 That voice and heart in every trial,  
 Thought fraught with grief untold,  
 So firm and filled with self-denial,  
 Usurps the place of gold.

It seems to say to the weary man.  
 Downcast in the evening's gloam,  
 "Husband mine, not every one can  
 Be deemed worthy of such a home.  
 If in much gold the heart rejoices,  
 It may also harden with strife,  
 And become indifferent to childish  
 voices,  
 Also to the love of a wife."

"While some have power to great  
 wealth gather,  
 Wealth differs much in its strife,  
 And the question simply arises,  
 whether,  
 Your wealth is in gold or home life.  
 Is not the ring of childish laughter  
 Much richer than the ring of gold?  
 And hopes of union in the hereafter  
 To the possessor, great riches un-  
 furld?"

Then his heart with peace was filled,  
 For his wife had shown him how  
 A better wealth refining stilled,  
 And smoothed the lines on his brow.  
 Without his babe, and girls and boys,  
 And loved, and loving wife,  
 Untold gold would fail in joys.

With them, he had *gained in life*.  
 S. E. F.

## LADIES' LITERATURE.

### KISS ME.

BY HESTER A. BENEDICT.

"Kiss me?"

Greeting words.

The child lips them with laughing lips, climbing to its father's knee, in the dusk of the "children's hour," and, laying its velvety cheek against the bearded face, that all day long has been under a cloud of gloom, repeats them in its pretty, coaxing way, until smiles, like sunshine, come back to their home in the tired eyes, and care has taken unto itself wings and flown away.

Something went wrong in the office down town to-day. Some little bone in the body of business was carelessly put out of joint, and each separate vein and artery felt the shock, and throbbed painfully from every sympathy.

But all is forgotten now. The knight of the counting-house has come back to the throne-room, dearer to him than ancient Rome to Cæsar; and his boy is in his arms—*his* boy—with its mother's eyes, and its mother's gentle ways—and the unrest steals out of his life, the lips that linger caressingly upon the boy's bright hair are full of the sweetness of thanksgiving, and he feels himself "thrice doubly o'er" a king!

"Kiss me!"

Exultant greeting.

The lover whispers them with eager lips, holding closely in his own a tender trembling hand, glittering newly with the ring of betrothal. his own kisses falling over the maiden's drooping lids, like a shower of welcome rain-drops.

What a shy little kiss it is!

She thinks of it long afterward, when the lips she touched so timidly that night, in the shadow of the rose-vines, are lifted out of reach and need of human kisses, and is glad because of that day of days, far back among the daisies and the butter-cups of life, when Cupid was her conqueror, though she herself was crowned.

She was so happy for it all!

He was so tender and so true; and life with him was a song in the summer time—beautiful, but brief.

Not brief—for love, sweet love, is infinite, and dieth not.

"Kiss me!"

Pleading words!

The mother's lips quiver with their utterance, and her hands reach

out feebly to her wayward son, who knows not yet the strength of a mother's love, the sacredness of a mother's tears, the power of a mother's prayer.

Evil influences and evil inclinations have led him astray; and only last night his step was unsteady, his speech hesitating, his manhood put out of sight.

To-night he is going out again.

Half in fear and half in hope, the loving mother lifts her face to his, and, with a suppressed sorrow in her voice that hurts like the drawing of a knife across her boy's high heart, says:

"Kiss me, my son—my boy, that will not forget his mother!"

That is all—and enough.

No reproaches, no bitterness, no estrangement.

In the years to come, when, from the heart of some silent night that "breedeth tender thoughts," he looks back across the valleys of temptation out of which he was lifted to heights of holy living, she, safe in Heaven, will hear his fervent "Thank God for my mother's kiss!" and be content.

"Kiss me!"

Dying words.

Face to face with things that are eternal, the man of threescore years turns backward from the river of death just far enough to touch once more the hand that has ministered to his needs—lo! these many years; just long enough for his cold lips to frame the old words, "Kiss me!" and to feel his pulses thrill anew with sweetness of the old-time memories—with glad prescience of the blessedness to be; then, with light upon his brow; passes onward "To where forever there is peace."

"Kiss me!"

Missing words!

But the mother, in her silent room, sits watching the fire-glow upon the wall—watching the pictured face of her Beautiful, "whom the angels wanted up in Heaven!" and holding in her hand a curl of golden floss, that her lips touch ever and anon, saying brokenly:

"Mine still, my darling, though I cannot touch the borders of your raiment!"

Now her hands fall idly; her face is full of peace, and her lips smile faintly; for she is thinking of a day—far off, it may be, but surely drawing near—when she will hear, first of all in the melody of the Hereafter, the well-known voice, and the greeting of the sweet words, missing so long:

"Kiss me!"

### A CONFIRMED GRUMBLER.

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Some time ago there lived in Edinburg a well known grumbler, whom we will call Sandy Black, whose frequent fits of spleen produced some amusing scenes of senseless irritability, relished by all except the brute's good, patient little wife. One morning Sandy rose bent on a quarrel; the fish and eggs were excellent, done to a turn, and breakfast passed off without a cause for complaint.

"What will you have for dinner, Sandy?" said Mrs. Black.

"A chicken, madam," said the husband.

"Roast or boiled?" asked the wife.

"Confound it, madam, if you had been a good and considerate wife you would have known before this what I liked!" Sandy growled out, and, slamming the door behind him, left the house.

The dinner time came, and Sandy sat down to the table. The fish was eaten in silence, and, on raising the cover of the dish before him, in a towering passion he called out:

"Boiled chicken! I hate it, madam! A chicken boiled is a chicken spoiled!"

Immediately his wife raised a cover for another chicken, roasted to a turn.

"Madam, I won't eat roast chicken!" roared Sandy. "You know how it should have been cooked!"

At the instant a broiled chicken, with mushrooms, was placed on the table.

"Without green peas!" roared the grumbler.

"Here they are, dear," said Mrs. Black.

"How dare you spend my money in that way?"

"They were a present," said the wife.

Sandy, in desperation, rose from his chair, and rushed from the room, with clenched fist, shouting:

"How dare you receive a present without my leave?"

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A little four-year-old girl did not obey when her mother first called her. So her mother spoke rather sharply. Then she came in and said: "Mamma I've been very kind to you to-day, and I don't want you to speak so large to me."

## NEGRO LULLABY.

Go ter sleep, yer wooly-headed coon,  
 Ur I'll smack yer jaws wid er silver spoon.  
 De time hab come fur de shuttin' o' yer eye ;  
 Oh, yer little black rascal, what's sweeter den er pie !

An' er shut dem eyes  
 While I brush erway de flies.  
 Sleep all night till de breaking o' de day ;  
 Neber mine de squawl,  
 An' er shut up dat bawl,  
 Fur ter-mor' yer ken sit on de do' step an' play.  
 De turkeys an' de chickens hab dun gone ter roos',  
 So hab de gander and de old grey goose ;  
 De hogs gone der bed, an' so hab de sheep,  
 So shut dem eyes an' go ter sleep.

Quit er hittin' my lips  
 Wid yer little finger tips,  
 Fur yer oughter be now in de lan' o' Nod ;  
 Don' yer squeal no mo'  
 But let me hear yer sno',  
 An' ter-mor' yer ken tumble o'er de new groun' clod.

—*Arkansas Traveller.*

## VACATION THOUGHTS.

"I must have some rest this summer," said the clock ; "I am all run down."

"I think I need a country seat," said the easy chair, leaning on his elbow.

"I am getting played out," said the piano ; "a little fresh air would be a good thing for me."

"That's what I want," said the sofa ; "a little fresh air at the springs."

"I should like to go with the sofa, and lounge in the woods," said the footstool.

"If my legs were stronger," said the table, "I should go to the country for some leaves."

"Country board is always so plain," growled the sideboard ; "nobody that is knobby or polished there."

"Let me reflect," said the mirror ; "they have very plain-looking lasses there, too, do they not ?"

"You make me plush," said the divan—and here the housemaid closed the folding doors and shut them up.—*Boston Bulletin.*



# FRATERNAL.

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All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY, Cedar Rapids, Iowa, plainly written on one side of sheet only, and they should reach the office not later than the 15th of the month previous to that on which they are expected to appear. *Name of author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all Divisions.

C. S. WHEATON, *Editor.*

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## OUR RAILROAD VISITORS.

[Communicated.]

The Conductors of Pensacola Division 199, Order of Railway Conductors, were very highly pleased to have with them, on Wednesday, the 18th, their Assistant Grand Chief Conductor, Ed. Burdette Coman, Kansas City, Mo., and several other delegates and prominent members of the Order, and their ladies. The day was pleasantly spent on an excursion across the Bay, visiting Fort Pickens, Navy Yard and other places of interest; at night a special session of the Grand Division was called for the purpose of instruction to this Division.

Thursday morning was enjoyed in driving over the city. The visitors left for their homes on the noon train. They expressed themselves as being highly pleased with our beautiful city and lovely climate.

### RESOLUTIONS ADOPTED.

WHEREAS, The following members of the Order of Railway Conductors and their ladies have been very pleasantly entertained by Pensacola Division 199 to-day, and so unexpectedly as to be a complete surprise to us all; therefore be it

*Resolved*, That we express to the members of Pensacola Division 199 in Division assembled, our hearty thanks for their generous hospitality and entertainment in a day of so great pleasure never to be forgotten.

*Resolved*, That we express our pleasure at being able to meet our brothers and their ladies and assure them that our visit to their beautiful city and the many courtesies at their hands will form one of the pleasantest recollections in our memory, and ever be kept green in perpetual friendship; be it further

*Resolved*, That the thanks be tendered members of the Osceola Club. The courteous and genial proprietor of the Merchants Hotel and citizens of Pensacola generally for many kindnesses shown us while in their midst.

C. A. Stanchfield, Past Grand Chief Conductor and lady, Creston, Iowa; Ed. Burdette Coman, Assistant Grand Chief Conductor and lady, Kansas City, Mo.; W. C. Cross, Member of Executive Committee and lady, Burlington, Iowa; C. E. Drew and lady, Albia, Iowa; T. S. McMahon and lady, Northumberland, Penn.; J. C. Ferguson and lady, Cheyenne, W. T.; E. M. Corwin and lady, Burlington, Iowa; Jas. McMillan and lady, Toledo, O.

## MEETING.

MONTGOMERY, ALA.

EDITOR MONTHLY :—A meeting of the members of the Montgomery Division, No. 98, of the Order of Railway Conductors, was held at 4 o'clock yesterday afternoon, in the K of P. Hall on Commerce Street.

Mr. W. D. Brewster presided yesterday afternoon, and called the meeting to order. Mr. W. G. Sala then, in behalf of the Order, presented Mrs. Curran, wife of Mr. D. D. Curran, with a beautiful silver service. It was presented as a testimonial of the high esteem and regard in which Mr. Curran is held by his associates and members of the Order in this city. Mr. Sala made the presentation with a very touching and appropriate speech.

The silver service consists of three pieces, a tilting pitcher and two goblets. It is indeed a very handsome and appropriate present.

Mr. Curran accepted the present, for Mrs. Curran, in a very feeling and appropriate speech. Chief Engineer, of the Montgomery Division of Locomotive Engineers, presented Mr. Curran with a beautiful gold-headed cane, and with it tendered best wishes.

Captain. Jere J. Sullivan, on behalf of Mrs. Curran, presented to the members of the Montgomery Division of the Order of Railway Conductors with a beautiful altar cover, the product of her own taste and handiwork. It is a very pretty piece of work, with a ground of dark green and corners decorated with fancy colored birds and flowers.

In making the presentation, Captain Sullivan spoke at considerable length. He is known to possess considerable literary and oratorical powers, and his happy effort yesterday afternoon fully sustained his reputation as a fluent speaker. He was complimented all around by members of the Order and others present.

Mr. Sala accepted the present from Mrs. Curran, tendering the heartfelt thanks of the members of the Order for such a beautiful token of remembrance and friendship. The lovely piece of handiwork will always be prized by the Order as a souvenir from the fair donor.

During the meeting Mr. R. H. Hudson, the well-known and popular passenger agent of the Western Railroad, and Mr. B. C. Epperson, superintendent of the Mobile & Montgomery Railroad, were called upon. They made very feeling and fitting speeches.

After the presentations and speeches were concluded a round of delicious refreshments were served and enjoyed by all. The occasion was a pleasant one, never to be forgotten by those present. Several ladies attended the meeting and the charm of their presence heightened the pleasures of the evening.

Mr. Curran has been in Montgomery during the past ten years. As a business man he has been competent and successful. He enjoyed the confidence and esteem of the public at large, not only as a successful railroad official, but also as a conservative useful citizen. His many friends rejoice in the knowledge of his promotion to a higher position because it is a deserved compliment. Many kind wishes will follow him wherever he may go. He will leave Montgomery to take a position with the Georgia Central sometime this week. He was Secretary and Treasurer of the Montgomery Division of the Order of Railway Conductors and also resigned that position from force of circumstances and duty. The following resolutions were offered and unanimously passed at the meeting yesterday afternoon :

WHEREAS, our worthy Brother D. D. Curran has been called to other fields of labor compelling him to sever his connection with Division No. 98, O. R. C., we, the undersigned committee appointed at a regular meeting of the Order, do hereby express our own and the feelings of the entire Division in the following resolutions :

*Resolved*, That we acquiesce in the severance of the official and social relations between this Division and our cherished brother with emotions of profound regret, mingled with the melancholy hope that our loss may be his gain, wherever fate may at any time locate him.

*Resolved*, That wherever he goes the community in which he may reside will be honored with the citizenship of an incorruptible man, a loyal friend and upright and patriotic citizen.

*Resolved further*, That this Division has lost a faithful Secretary and Treasurer, but it is the fervent wish that our separation is not to be continued always ; and we tender him this feeble testimonial of our high respect and sincere affection.

J. C. ELLIOTT, Chairman.  
M. C. HOGAN }  
GEO. W. ELY, } Committee.

ANACONDA, MONTANA, May 26, 1887.

DEAR EDITOR:—I don't suppose your numerous readers or yourself have any idea of what a hive of industry the town of Anaconda is. Railroad business is booming here. J. E. Dawson, Superintendent, John Burns, General Yardmaster of Butte and Anaconda, with Fred Cooper as assistant. Some of our eastern brothers would be surprised to see the grades we have here; 225 feet to the mile is about the average in the yard here. No work could be done if there was no air-brakes. Cars have to be chained to the track, as no brake will hold them.

No man here gets less than \$2.50 per day, but you can safely bet your last nickel that he earns it. Switchmen get \$75.00 a month; Fareman of Engine \$80.00 to \$90.00; Yardmaster \$125.00 to \$150.00; Fireman and Brakeman \$75.00 to \$100.00; Conductors and Engineers—Conductors average \$100.00, Engineers \$150.00, and every one earns every cent he gets.

The yard is a three rail one. Narrow and standard gauge engine and cars are all sandwiched together, coupled with links three to six feet long, made out of railroad iron.

No O. R. C. men here but soon will be, now that there is a Division in Pocatello, Idaho. There is some good material, none better than M. B. Miles, Sam Lowe, Con. Kane, C. West, Jim McCarty, S. T. Russell and several others just promoted.

Ever Yours,

MONTANA.

ATLANTA, GEORGIA, May 20, 1887.

EDITOR MONTHLY:—One of the biggest crowds ever on a picnic ground in Georgia gathered at Spring Bank. Brass bands, lemonades, lunches and dances give everybody a pleasant time.

Spring Bank, in Barton county, two miles north of Kingston, was about the liveliest place in Georgia yesterday. Nearly six thousand ladies, gentlemen and children were scattered about on the beautiful moss-covered meadows under the heavy shading oaks, enjoying themselves each after his or her own desire.

The cause of the gathering was the Order of Railway Conductors grand picnic. For two months past the Railway Conductors of the Atlanta Division, and those of Lookout Division, at Chattanooga, have been looking forward to this

grand picnic at Spring Bark, and with pleasant thoughts for the day have many a run. But the picnic is now over, and during many more tiresome runs those who were present can think of the pleasant day passed beside the clear branch springing out of the hillside so near the Western and Atlantic track that it may be easily see from the trains.

#### GOING TO THE PICNIC.

Of the six thousand people who were at the picnic Atlanta sent over twelve hundred. The train which carried the pleasure seekers to the ground left the old exposition platform at seven o'clock. It was made up of fourteen coaches, and when the train crossed the corporation line nearly every seat was occupied. The engine drawing the train had been beautifully decorated with evergreens, flowers and bunting, and as it pushed along the track drawing the long train behind it, workmen in the fields ceased their labors until it had gone out of sight. At Iceville, the first stopping place, a large crowd got on. At Amyrna another delegation boarded the train, and at Marietta a party of nearly two hundred entered the coaches. By this time the seats were all gone. Water coolers had been converted into resting places, and the aisles were blockaded. Still everybody was happy, and especially the Conductors and their railroad friends.

#### A TRAIN IS NEVER FULL,

according to the belief of the Conductors, and after passing Marietta, station added its delegation to the merry, happy party, until the crowd became almost unpleasant. Fortunately the Engineer knew that misery was quickly forgotten, and giving his engine full swing, the ride to the grounds was quickly accomplished. Than Spring Bank no prettier or more lovely a spot for a picnic could be found. A large level meadow, covered with green grass, traversed by two beautiful streams of clear, sparkling water, shaded by immense forest is Spring Bank. The Conductors had large new benches scattered all over the meadows, new dippers being hung at the springs and tubs of lemonade—pure white not red—were scattered freely about. An immense dancing platform had been erected, and upon this the young people instantly scrambled ready and anxious for the dance. Upon one side of the platform a band stand was built and as soon as the Atlanta Capital Band reached the ground the music began.

#### CHATTANOOGA DELEGATION.

In five minutes after the Atlanta train reached the ground the Chattanooga excursion arrived. As the train rolled up the Atlantians cheered the visitors and the visitors responded. Twenty-two cars made up the train, and the engine was profusely decorated. In no time the large crowd out and Georgians and Tennesseans were freely mingling. While the Chattanooga train was yet upon the side track, the regular passenger train from Atlanta rolled in, bringing four hundred to five hundred more. Then the crowd was on hand, and everybody gave themselves up to pleasure. Some began emptying baskets and spreading lunch, while others strolled over the grounds and others hung about the dancing platform.

#### THE PROGRAM OPENS.

At noon, Conductor Hargis mounted the stand, and receiving the attention of the vast assembly, said:

LADIES AND GENTLEMEN:—This is the happiest day of my life. If there is anything in the world I love better than Georgia's old red hills, it is the Order of Railway Conductors. We are all here for enjoyment, and we want you to enjoy yourselves. I want to tell you right here that there ain't any "short haul" about your fun, and we ask you to make it the "long haul." We don't give any draw-

backs, either. I will now introduce Mr. Lattimer who will introduce to you a gentleman whom every Conductor in the Union loves. Mr. Lattimer, in a few well chosen words, introduced Mr. Calvin S. Wheaton.

GRAND CHIEF CONDUCTOR

of the Order. Mr. Wheaton is a young man of fine appearance, polished manners and captivating style, and before he had spoken a dozen words he secured the undivided attention of his audience.

Mr. Wheaton began by saying that he was happy to see that the Order at whose head he reigned was so popular in Georgia and Tennessee.

"I am convinced," said he "that Brother Hargis was not required to remind you of the long haul and short haul, for the large crowd assures me that you know nothing of the short haul in the south. In fact, everything Georgia and Tennessee does appear to be done by the long haul, and one of the proudest recollections of my life will be this joint mingling of the Atlanta and Chattanooga Divisions. In the few words I shall say to you I want to tell you of the association which has brought you here. Railway Conductors are gentlemen who serve the public, and this, their Order, is as much benefit to you as to them. Everybody must at some time ride with Conductors, and then you want to find them polite, attentive and competent. One of our cardinal points is temperance. Temperance first, last and all the time." Mr. Wheaton then referred to the organization of the Order nineteen years ago. Those who organized it thought that they saw in the distance a chance to benefit themselves and those who came after them. You see how well they have done it. We now have an Order numbering eleven thousand members, scattered throughout the States, Canada and Mexico. The Order is composed of intelligent men who are above the labor organizations. We have dignified positions, and all Conductors have a duty in seeing that the dignity of the position is not lowered. We are all confronted by one great problem—the problem of labor and capital—and I desire to say that I am not here to give a key to the solution of the problem, but to tell you of the benefits of this Order. Money and labor must come together. Neither is of value without the other, and you can't make a man give you half he makes by fighting him. Another falacy against which I warn you is that of the politician who is for protecting the laboring man. What that politician cares for is the laboring man's vote to ride into power upon. If you want to protect yourself stop the landing in this country of ship load after ship load of emigrants. That is the way to take care of American labor."

Mr. Wheaton then stated that the Order had distributed \$125,000 to the widows and orphans of members. He thought the conductor the most honorable of all labor. His speech was loudly applauded, and then everybody sought a basket.

After dinner Charles A. Smith, more extensively known as "Bill Arp," addressed the crowd in his usually happy style.

To add to the pleasure of this occasion, we had with us the following brothers: M. C. Savage, of No. 5, Baltimore, Md.; J. E. Roche, of No. 208, Charleston, S. C.; T. J. Moore, of No. 208, Charleston, S. C.; J. A. Riggs, of No. 139, Selma, Ala.; J. C. T. Hill, of No. 196, Jacksonville, Fla.; C. E. Weis, of No. 104, Grand Junior Conductor, Middleton, N. Y.; also Brother Sears, of Mexico.

Of all roads in the world the W. & A. treat its men best. All passenger trains going both ways stopped at the grounds, and "picnic" tickets went just the same. Will let you all know in time to join us next year.

C. N. B.

POCATELLO, IDAHO, June, 1887.

EDITOR MONTHLY:—If I am not taking up too much of your valuable time and space in the MONTHLY, I would like to give you and the readers of the

**MONTHLY** an account of what is going on here on the reservation. Pocatello has a very bright prospect in the near future of becoming the largest town in Idaho Territory.

I understand the Indians have given, or agreed to give, a block of eighteen hundred and forty acres of land for a town site, the railroad company getting 20 or 40 acres for yards, shops, &c. So if this is correct, Pocatello is bound to be a very respectable town. My wish is success.

Our Assistant Train Master, Mr. E. E. Calvin, has resigned to accept a better position with the Missouri Pacific Company. Think he will be located somewhere in Kansas. All regret his leaving, as he is a good, kind hearted gentleman and a just officer. We congratulate the boys coming under his supervision as having a gentleman in every sense to look after them.

Mr. E. O. Mann, our Chief Dispatcher, has also resigned, and is going to turn his attention to farming. Mr. Mann and his associates have just disposed of a piece of mining property for the neat little sum of one hundred thousand dollars, Mr. Mann gets one-half.

Holiday's minstrels were playing an engagement here in the opera house and the boys took advantage of the opportunity, secured the services of the minstrel band after the opera was over, "the show I mean" the crowd in charge of Mr. John Hunter, the gentlemanly agent here, proceeded to Mr. Calvin's residence and surprised him with a serenade, also presented him with a very nice token of respect, a Howard gold watch. Mr. Hunter made a very neat presentation speech. Mr. Calvin was so overcome at the surprise that he was at a loss to find words to express his appreciation of the kindness.

They repaired to the residence of Mr. E. O. Mann and gave him a similar surprise, presenting him with a handsome ring, and to wind up the evening's entertainment they call upon W. A. Whitney, our Dispatcher, and gave him a serenade, expecting to catch him unaware of anything, but were mistaken. Whit was loaded for bear, the boys were invited in and were entertained in a royal manner by Mr. Whitney and his estimable lady, Mrs. Whitney. They did justice to a fine spread of good things, then departed at an early hour in the morning much pleased and happy.

Mr. Calvin took his departure on the 29th and was given a farewell supper at the Masonic Hall, with a large attendance of friends present. Appropriate speeches were made and some very fine vocal music was furnished by the gents.

Before I close I must tell you that Pocatello Division is getting along nicely. We have additions to our list of membership regular, and also have several applications on file. Bro. Fagan has returned from New Orleans looking well and much pleased over his trip. By the way, it is whispered around in private circles that we are to have a couple of weddings shortly. But as the parties have not declared their intentions publicly, I cannot give names, but will say the gentlemen are members of 209. Will see that a supply of cake finds its way to the editor's sanctum. Success to editor and MONTHLY.

Respectfully,

J. T. Woods.

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MOBILE, ALABAMA, June 10, 1887.

**EDITOR MONTHLY:**—Our delegate, P. J. Collins, (Blonde Pat) has just returned from the nineteenth annual session of the Grand Division and has given us a detailed statement of the work done over there, (meaning over there from Mobile, just 140 miles). We, the members of Division No. 108, are well pleased with the work done at the nineteenth session, especially when we notice that it has had the effect of stimulating some of our luke-warm members up to the im-

portance of their taking more interest in the Division than they have heretofore. We are now having better attendance at our meetings and we have now six applications for membership and more to follow. The officers of this Division have issued a circular letter to its members calling their attention to the importance of each member taking more interest in the Division, &c. We look forward to the day when Gulf City Division, 178, will rank with any other Division not in numbers but in quality. There was several of the Brothers stopped off at Mobile on their way to New Orleans. Among them was our A. G. C., Bro. Comon. Had they let us know they were going to stop, we would have met them and showed them the town, but as it was, Bro. Collins, who was laying off preparatory to going to New Orleans, was the only one of us that saw them, and that was by mere accident. So we are not much on the grievance, but we consider the failure of these Brothers to notify us a very serious grievance, and should they be guilty of the like again, we shall prefer charges against them. We mean by this no Brother of the Order is allowed to stop in Mobile without taking some to notify the members of 178. We hope by the first of August to receive the new constitution and that each and every brother will yield a cheerful compliance, and that there will be no fault finding in the future, and that the year 1887 will be laden with beneficial results to the Order. Yours in P. F.,

T. E. BUCKLEY,  
Secretary and Treasurer.

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ST. ALBANS, VERMONT, May 7, 1887.

BRO. DANIELS:—Thinking an item from Division 24 might be in order, I send you the following:

On Wednesday evening, May 4th, a party of friends assembled at the pleasant residence of Mr. and Mrs. Clark Remington, on Upper Welden street, to remind them of the 25th anniversary of their marriage. Although greatly surprised at the presence of so many uninvited guests, they at once comprehended the situation and each and all received a hearty welcome. At the proper time the tokens of esteem which had been brought this worthy couple were presented in a few well chosen words by our respected P. C. C., Bro. Charles Rollo. Very appropriate remarks were made by the Rev. O. M. Hilton, and a poem was read by Mrs. D. B. Sexton, after which choice refreshments were served. Among the gifts should be especially mentioned the elegant silver ice pitcher from members of Division 24. Bro. Remington is one of the oldest conductors on the C. V. R. R., having been in service 28 years. Both he and his estimable wife have a host of friends here and elsewhere who join in extending congratulations. May the Great Conductor of the Universe who has thus far guided their way, lead them safely on the beautiful depot which awaits us all at the end of life's journey.

All regretted the absence of Bro. Nash and wife who left St. Albans May 2d for New Orleans.

Our regular meeting on the 6th was well attended, Bro. J. C. Sweeney performing the office of C. C. in a manner creditable to himself and friends. At the close of the meeting Bro. Remington passed the cigars and "all went merry as a marriage bell."

It is rumored that Bro. Danforth has resigned his position on the C. V. R. R. and leased the Albion house in Montreal. No doubt "Dan" will fill the bill as landlord.

Bro. Murray was called to Burlington last week on account of his mother's death. The friends of Bro. Averill are glad to know that he is able to be on duty once more.

As the shores of our beautiful lake are gaining ground so rapidly as a popular resort, we may entertain a faint idea that the Grand Division may be convened here at no distant day.

MORE ANON.

KITTANNING, PA., April 23, 1887.

EDITOR MONTHLY:—A short time ago Division 114 received an invitation from Hollingsworth Division 100 to attend an "informal talk" meeting to be held by them at their headquarters in Columbus. Said meeting having in view the talking over some important and pertinent questions that will come before the Grand Convention at New Orleans, chief of which will be the "new headquarters" for the Order, whereby it can be incorporated and legally transact its business. Division 100 seeming to think that the great presidential producing State of Ohio held out the best inducements, offered the least objections to incorporation, and that therefore the Order should move there, and that Columbus, from its central location, should become the headquarters. And we do sincerely hope that for the sake of their aspirations and the great love they have for the State of Ohio, that the Brothers of Division 100 will be successful in having the Grand Division located therein. However, 'twas not the meeting so much as the boys who attended it, that we intended to write, those of them at least from Division 114, and although we have not the names of all who went, yet we know that Bros. Brown, Eaton, Walters, Stroud, Maloney and Connelly were there. Our informant told us that the last two were from Zeland of Ze Frenchman. But whether they are or not, we shall leave your readers to decide. On arrival at Columbus the Brothers were met by that whole souled prince of good fellows, Bro. Welsh, who took them in hand and entertained them in a manner as he and he only knows how to entertain. Bros. Maloney and Connelly, however, were so exhausted by their continued singing of the latest French cantatas usually sung at Irish wakes, on the way over from Pittsburg, that even Bro. Welsh's complete knowledge of the best places in Columbus to obtain a square meal was taxed to the uttermost to find one where they would be sure to have enough on hand to satisfy the hunger of the Frenchman. We are glad to be able to say that one was found, however, and after the wants of the inner man had been fully and bountifully supplied to the complete satisfaction of all, a walk to the capitol was proposed, admittance to which, however, could not be obtained on account of Bro. Walters discovering a sign reading: "No dogs admitted." All agree in saying, however, that what they did see was worth looking at, that Columbus, taken all in all, is a delightful city, and that one of the noblest and best of God's monarchs dwells therein, and that from the manner he, Bro. Welsh, anticipated their every want, saw that those wants were duly supplied, any unintentional neglect that was shown them by the other members of Division 100 is hereby freely forgotten and fully forgiven. And the members, one and all, hope and trust that some day they may have an opportunity of reciprocating in kind the many attentions and courtesies showered upon the visiting Brothers on their late visit to Columbus.

On the 21st inst., Division 114 gave its second annual banquet in Lafayette Hall, and although no money was made at it, yet the pleasant time spent, the old acquaintances renewed, the new acquaintances formed will live long in the memory of those who had the good luck and pleasure of being able to attend. We (and we are sorry for it) had not the pleasure of being able to attend. But from the elegant, handsome manner in which the hall was being decorated in the afternoon when we called there, we are confident that everything was being done to insure a good time for all. One thing however, we were disappointed in, and that was in not having the pleasure of being honored with the presence of our worthy



Grand Chief Conductor. On account of the present peculiar position in which Division 114 is at present placed, and of which our worthy Grand Chief is cognizant, we had fondly and earnestly hoped that he would have been with us to have enjoyed our hospitality and cheered us with words of wise counsel which every member of Division 114 thinks that he, and he alone, is able to give. And as nothing like what is at present troubling us, has ever to our knowledge heretofore occurred in the Order, we do hope that Bro. Wheaton will hasten to our assistance and advise us what to do.

Trusting you may find room for this and not consign it to the waste basket, I remain.

Yours Truly in P. F.,

D. M. DUNSMORE.

Cor. Division 114.

KEOKUK, IOWA, April 25, 1887.

C. S. WHEATON, Esq.,

G. C. C., O. R. C.:

DEAR SIR AND BROTHER:—In accordance with dispensation sent me, a special session of the Grand Division of the Order of Railway Conductors was held at Ottumwa, Iowa, on Sunday, April 24, 1887, for the purpose of organizing a Division of the Order at that place, with the following officers: D. G. C. C., J. R. Roberts, Division No. 66; G. A. C. C., W. C. Cross, Division No. 31; G. S. and T., G. W. Loughridge, Division No. 21; G. S. C., E. N. Agnew, Division No. 66; G. J. C., S. W. Derrick, Division No. 22; G. I. S., W. I. Leggett, Division No. 83; G. O. S., C. J. Blanchard, Division No. 84; Grand Organist, W. H. Workman, Division No. 31. The special session was called to order, all present were examined, and G. S. C. reported that all Brothers, qualified to sit with us, after which the following charter members were obligated in the first and second degrees: D. C. Dubois, D. B. Heskett, J. C. Felker, James Barber, N. Farrar, W. A. Dill, A. Haverfield. After which C. A. Bryan and G. W. Cloyd were regularly initiated and promoted, when all were instructed in all the work of the Order. The Division was then opened in due form. The new Division was then instituted, when the election of officers was held. Bros. D. C. Crowley, W. H. Voorhies, and J. R. Williams were appointed tellers. The officers elected were: D. C. Dubois, C. C., No. 320 Birch Street, Ottumwa, Iowa; W. A. Dill, A. C. C.; C. A. Bryan, Secretary and Treasurer, No. 214 W. Fourth Street, Ottumwa, Iowa; James Barber, S. C.; G. W. Cloyd, J. C.; A. Haverfield, I. S.; N. Farrar, O. S.; D. C. Dubois was elected Delegate; C. A. Byron was elected Alternate; D. C. Dubois was elected Correspondent to the MONTHLY. The officers elect were then installed, Bro. H. C. Simmons, of Peoria Division No. 79, as G. I. O., Bro. J. R. Roberts as Grand Marshal.

I predict that we are going to have a good Division at Ottumwa, although small in number they are strong in faith, and are determined to make the Division a success. They will be ably assisted by the large number of Brothers that belong to other Divisions but whose headquarters are now at Ottumwa. The new Division will gain many members by transfer card, quite a number having expressed their intention of coming in here.

I want to return my sincere thanks to the officers for their great assistance, making special mention of Bro. H. C. Simmons, of Peoria Division No. 79, he having rendered service in all the officers' chairs, and acting as Grand Installing Officer, also Bros. Belknap and Cross, who rendered valuable assistance and advice. The work has never been done better, for we worked from beginning to end

without the aid of a Ritual. I want to thank all the Brothers present for their assistance, and the encouragement given by their presence.

The following are the names of visiting Brothers: Division No. 21—Bros. J. A. Westling, I. W. Yetts, G. R. Bryan, A. A. Taylor, M. B. Rosson, I. N. Funk, W. B. Wilson, C. W. Stabler, E. P. Adams, J. M. Crail, S. B. Raston, Allen Potter, C. T. Allen, M. O'Connor, T. N. Strong, F. M. Teeter, J. F. Erbacher, James Sullivan, C. W. Wright, M. Rutter, J. M. Springer, G. M. Loughridge. Division No. 31—W. C. Cross, P. P. Hahapy, T. S. Provott, W. H. Workman. Division No. 83—E. H. Belknap, W. J. Leggett. Division No. 66—E. N. Agnew, D. C. Crowley, A. G. Daniels, J. R. Williams. Division No. 79—H. C. Simmons. Division No. 28—C. F. Coines. Division No. 22—Scott Derrick. Division No. 49—R. J. Foster, C. L. McCarthy. Division No. 4—W. H. Voorhies. Making thirty-eight Conductors aside from the new Division, a total of forty-seven, which made a splendid meeting. The name of the Division is Ottumwa No. 216.

Time of meetings, second and fourth Sundays in each month, at 1 o'clock P. M. sharp.

All of which is respectfully submitted.

I am yours truly in P. F.

J. R. ROBETS,

D. S. C. C.

ATLANTA, GA., May 5, 1887.

EDITOR MONTHLY:—On Sunday, May 1, 1887, a special session of the Grand Division convened in the Hall of Phoenix Fire Company in Columbia, S. C., for the purpose of organizing a new Division of the O. R. C., to be known as Columbia Division No. 115. The following Grand Officers pro tem being present: J. H. Latimer, C. C.; Z. T. Terrell, A. C. C.; George H. Cleary, S. C.; J. M. Adams, J. C.; T. H. Symmes, S. and T.; W. F. Felker, I. S.; T. Y. Whitehead, O. S. Visiting Brothers present: S. L. Malone, Augusta Division No. 202; O. T. Moore, Augusta Division No. 202; W. T. Blanchard, Palmetto Division No. 208; E. L. Reeves, Palmetto Division No. 208; Jno. P. Roach, Palmetto Division No. 208; W. A. Wineburg, Palmetto Division, No. 208. After opening the Division in due form we proceeded to institute the Division which is composed of the following charter members: J. J. McManus, H. A. Williams, W. Gibson, E. S. Mott, C. H. McDaniel, B. L. Wedenfellow, E. B. Chase, J. B. Bowen, J. N. Goodsey, George P. Meredith, M. J. Land, J. E. Lawsen, J. A. Allison, H. A. Buson, O. E. Hughes, F. B. Fielding, L. Hair, T. H. Burns. The election of officers was then held with the following results: J. J. McManus, C. C.; M. J. Land, A. C. C.; George P. Meredith, S. and F.; H. A. Williams, S. C.; J. A. Allison, J. C.; E. S. Mott, I. S.; B. L. Wedenfellow, O. S.; Delegate to Grand Division, J. J. McManus; Alternate, J. B. Bowen. After fully exemplifying the work in both degrees we proceeded to install the officers elect. Columbia Division No. 215 will continue to hold their regular meetings in Phoenix Hook and Ladder Hall, corner Assembly and Taylor Streets, time of meeting to be arranged in future. I desire to return our sincere thanks, first, to the ladies for the beautiful and artistic manner in which they had decorated the hall with all manner of beautiful flowers and evergreens; also, I desire to return thanks to all visiting Brothers for the able manner in which they assisted me in the organization, and last, but not least, the Local Brothers composing the new Division left nothing undone that would add to the comfort and pleasure of the visiting Brothers while in the Capital of the old Palmetto State, and in returning our thanks to the Brethren I also desire in behalf of all the Brethren, both local and visiting, to extend our heartfelt thanks to

the proprietor and clerks of the Hotel Jerome for the many attentions and courtesies extended to us while there, and we can cheerfully recommend this model hotel to our friends and the traveling public as being first-class, pleasantly located, and genial officers in charge both day and night. We must express many regrets owing to a heavy pressure of business resting upon most of the visiting Brothers. We could not remain so as to carry out the program as laid out by the committee but had to bid adieu early in the afternoon and was soon speeding homeward bound where we all arrived next morning with nothing left but pleasant recollections of the new Division and its members.

Yours in P. F.,

J. H. LATIMER, C. C.

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POCATELLO, IDAHO, May 1887.

EDITOR MONTHLY :—Since I wrote you last we have been compelled to place on record a very sad accident, which caused the death of our loved and much respected Brother, I. M. Lawry, a member of Division No. 111, of Los Angeles, Cal. He was running a freight at the time of the accident, which occurred on the night of April 21. His train of twenty-two cars was ascending a grade of about one hundred and sixty feet per mile, when nearing the top his train parted, leaving two cars with engines, and the remainder to descend the hill. Bro. Lawry assisted by his brakeman, Mr. Dresback, used every effort to stop the train, but failed. The train descended very rapidly for a distance of a mile and a half to the point of a reverse curve where it left the rail, fifteen cars going over the bank, and five cars with caboose continuing on down the grade for a distance of about two miles. From all appearances Bro. Lawry must have been on a car loaded with ties as he was found lying some distance from the track among the mass of timber. He was very badly injured, and Engineers Enderweis, Gorman and Fahey took him to Moneda Station, presided over by Miss Mary E. Lewis as operator, and every available assistance possible was given by the kind hearted Miss Lewis and the engineers. The company physician, Dr. Bean, was immediately dispatched on a special train to the scene, and rendered every assistance to alleviate the suffering. As soon as possible Bro. Lawry was sent to Ogden for the purpose of securing better attention. The U. P. Company have a No. 1 hospital at Ogden. Bro. W. E. Galbrath, of Pocatello Division, was sent in company with Bro. Lawry, and remained with him until his death, which occurred some thirty hours after the accident, and in the city of Ogden. Members from Wasach Division No. 124 were in attendance, and assisted Bros. Galbrath and J. C. Fagan in arranging for the shipment of the remains to Moline, Ill., for burial, and where he leaves a wife, two children, and a large circle of friends to mourn the loss.

Bro. J. C. Fagan being our delegate to New Orleans, was appointed a committee to escort the remains of Bro. Lawry to its final resting place. On behalf of our members allow me to extend a vote of thanks to our Superintendent, Mr. Blickensderfer, and our Train Masters, Messers Stilwell and Calvin, for favors shown us in time of need; also we wish to thank Wasach Division for the kind assistance extended to Bros. Galbrath and Fagan while in Ogden. Have just received a communication from Bro. Fagan written after the funeral of Bro. Lawry, and will give you a portion of it: "Upon his arrival at Moline he was met by a committee from Division No. 41, Chicago, composed of the following members: Bros. Shean, McGuire, McGill, O'Mera, Byrnes, Erickman, and Kane, also Bros. A. M. Crane, G. W. Ball, S. C. Gifford, J. M. Clark, Ira

Yantis, and others, names forgotten, all from Division No. 106. Bro. Crane, of Division 41, took charge of the arrangements for the funeral services, which were held at the Methodist Church. We are under everlasting obligations to the above mentioned members, and also to the C., R. I. & P. and C., B. & Q. boys for the kindness shown our Bro. J. C. Fagan, and if any should ever come west, you will find a card of welcome attached to the latch string of Pocatello Division No. 209.

Hope you will forgive me for sending such a lengthy article. But before I close I wish to inform you that Pocatello Division is getting along very good considering that we are located upon an Indian reservation. We have several applications on the hook that will be looked after soon. Our C. C. is a good worker, and will see that we have a Division worthy of note in a very short time.

Mr. Editor, as the journal always receives a welcome among the boys here, I will wish you every imaginable success.

Yours,

T. J. WOODS,  
Division No. 209.

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POINT EDWARD, ONT., May 7, 1887.

EDITOR CONDUCTORS MONTHLY :—The following is a report of the second annual ball and supper of Frontier Division No. 189, which took place in the Odd Fellows Hall on the evening of May 6. On account of a very busy season on the road we were unable to arrange the date earlier, and although we had but one week to decorate the hall and issue the invitations, with the assistance and good taste of the wives of Bros. McKenzie, Jewell, and Smith, the former difficulty was easily overcome, and the general opinion was that the hall never looked nicer. The ladies arranged the lace curtains, which were furnished by members of our Division and the wife of Mr. W. Wilson the genial Grand Trunk Ticket Agent at this place, so tastefully with flowers, flags, etc., that they were the admiration of all, especially the ladies. We did not receive the invitations from the printers on time, herefore we had only a few days to issue them, and the result was quite a number that would have been invited were not. It was said that we wanted no Americans present, but such was not the case, for the disappointments were not only on the American side of the river but right here in Point Edward. We are always proud to have our neighbors across the line among us, and hope this will in no way mar the friendship that has always existed between the two places. The Brothers have learned a lesson, and have decided in the future to go slow about so important a question as this. Among those present were noticed engineers, firemen, and brakemen with their wives and sweethearts. As usual, a rush of freight must come which took the bulk of our members away from home, and a goodly number of lady spectators to the ball. Between sixty and seventy couples were present and danced to the music of Lawrence's Quadrille Band, of Sarnie, until an early hour in the morning.

The supper was provided by Mr. Fitzgibbons, of the Queen's Hotel, and was of excellent quality.

The Committee wish to thank the floor managers, Bros. W. Ayers, Higgins, Jewell, and Huskin, for so ably doing their part, and all who assisted in making our second annual entertainment the success that it was under the above mentioned difficulties.

Yours etc. in P. F.,

THE DOCTOR.

## O. R. C.

Oh Muse, I would that you might ably pen  
 Right worthy praise for these deserving men.  
 Doing their best at every duty's call,  
 Ever ready at their post tho' dangers oft befall,  
 Ready to answer, to every want attend,  
 Of many a poor and needy one, a friend.  
 For of these "genial" men you've often heard,  
 Ready to respond with kindly spoken word,  
 Are they not worthy of a friendly hand  
 In every quarter of our glorious land?  
 Long and successful may the Order last,  
 Where hands are in perpetual friendship clasped,  
 And strangers met as brothers, to remain  
 Year after year, though far apart, the same.

Could there unto us all a look be given  
 On the Recording Angel's book in Heaven,  
 N'er doubt but we should find in letters bright,  
 Deeds there of bravery, steadfastness and right,  
 Unnoticed here below, perchance unknown,  
 Cherished and remembered there alone.  
 Think you does not the Worthy Chief of all  
 O'er each keep careful watch when dangers fall?  
 Reward and honor be, where honor's due  
 Such O. R. C's may come to all of you.

M. W. S.

CLINTON, IOWA.

ORDER OF RAILWAY CONDUCTORS,

NASHVILLE, TENN.:

We take pleasure in commending to the confidence of the fraternity one who is well known to us as a skillful watchmaker and reliable jeweler—Mr. S. O. Merrill, who has located at No. 4 North Summnur Street, Nashville, Tenn. Believing that you will find him a thoroughly competent and faithful adviser in all matters pertaining to accurate time-keepers. Call and see him.

[SEAL.]

HENRY CHASE.

TEMPLE, TEXAS, May 23, 1887.

WM. P. DANIELS,

GRAND SECRETARY AND TREASURER:

DEAR SIR AND BROTHER:—Inclose you herewith a full report of the organization of Temple Division No. 207, at Temple, Texas.

As per instructions from C. S. Wheaton, G. C. C., special session of Grand Division was opened in due form by me, Sunday, May 22, at 8 P. M. I was assisted by Bro. M. C. Brock, of North Star Division No. 47, Assistant D. G. C. C.; H. A. Kaster, D. G. S. and T., of Alamo Division No. 59; J. C. McFarland, of Lone Star Division No. 53, D. G. S. C.; C. L. Woodard, Palestine Division No. 77, D. G. J. C.; J. J. McGran, Palestine Division No. 77, D. G. I. S.; J. S. Percy, Lone Star Division No. 53, D. G. O. S., John Metcalf, North Star Division No. 47, Marshal.

The following visiting Brothers were present: T. P. Farmer, Chicago Division No. 1; Conductor Sullivan, Palestine, Division No. 77; R. R. Stillwell, Alamo Division No. 50; R. P. Hargrave, Palestine Division No. 77; F. H. Stickney, El Paso Division No. 69; W. E. Simpson, San Antonio Division No. 76; E. S. Burke Syracuse, Division No. 155; W. B. Jones, Palestine Division No. 97; G. A. Helm, San Antonio Division No. 76.

After opening in due form we proceeded to institute the Division.

The names were read which were on application for a charter, as follows: M. R. Grates, W. L. Black, C. Allen, G. L. Clement, G. W. Herwitt, T. H. Folly, W. H. Finley, Thomas Carton, H. W. Bright, and Ed. Garlick.

A letter from Secretary Evergreen, of Division No. 57, was then read, the same objected to G. Allen and H. W. Bright.

We then proceeded with the election of officers. Bros. Helm, Hargrave and Metcalf were appointed tellers. The election resulted as follows: M. R. Gates was elected Chief Conductor; W. L. Black, Assistant Chief Conductor; G. L. Clement, Senior Conductor; J. H. Bachman, Junior Conductor; G. W. Hewitt, Inside Sentinel; Ed. Garlick, Outside Sentinel; Thomas Carton, Secretary and Treasurer.

After the election the officers were installed. J. E. Carnahan, I. O., John Metcalf, Marshal.

A motion was then made by Bro. Hewitt, that this Division be named Temple Division No. 217, and meet every Sunday night at K. of P. Hall, at 8 P. M., seconded by Bro. Carton. Motion carried.

After a few happy remarks from S. E. Carnahan and others, Temple Division No. 217 closed in due form.

Temple Division extend their thanks to visiting Brothers for their attendance and help, also to T. M., G. E. Helm and A. L. Borroughs for their kindness in arranging to have a large number of the new Division on hand.

Inclose you also original application and receipt from J. W. Housel, Secretary and Treasurer of Evergreen Division for \$60. charter fee.

Temple Division had only seven charter members, but there are a great many Brothers running in here, who have expressed their intention of withdrawing from their Division and joining here. I don't see why this Division should not become one of the best in the South, as we have the material right here to build her up.

Hoping that this report may be satisfactory and that we may meet you in Temple Division No. 217 in the near future.

I am yours truly in P. F.

S. E. CARNAHAN.

H. A. KOSTER,  
D. G. S. and T.

D. G. C. C.

EDITOR CONDUCTORS MONTHLY:—I am in receipt of a letter from Bro. M. H. Curran, Horton, Kans., dated May 24, saying one J. H. Burke is passing himself for a member of Elmira Division, No. 9, O. R. C.; also claims to be a 32 degree Mason; is working the deaf and dumb racket. He is a *fraud of the worst kind*, is not or never was a member of Division No. 9.

C. A. Wood,

Secretary and Treasurer.

May 30, 1887.

When, oh when will the members lock this man up.—[ED.]

OTTUMWA, IOWA, Sunday, April 24, 1887.

A special session of the Grand Division convened at Ottumwa, April 24, for the purpose of organizing Division No. 216, O. R. C. D. E. C. C. Bro. J. R. Roberts, Division No. 66 organizing officer, called the Brothers to order at 11 A. M., and made the following appointments: Assistant to Organizer, Bro. H. C. Simmons, Division No. 79; G. C. C., W. C. Cross, Division No. 31; G. S. and T., G. W. Loughridge, Division No. 21; G. S. C., E. M. Agnew, Division No. 66; G. J. C., S. W. Derrick, Division No. 22; G. I. S., W. O. Leggett, Division No. 83; G. O. S., C. J. Blanchard, Division No. 84, Organist, W. H. Workman, Division No. 31.

After reading the warrant from the G. C. C., Bro. C. S. Wheaton, as his authority to organize, Bro. Roberts stated the object for which the Brothers were called together, and requested every Brother present to use every exertion possible to make this meeting a profitable one to both the older members, and especially so to those who were to become members of the Division.

The charter members are: D. C. Dubois, Geo. W. Cloyd, D. B. Herkett, J. C. Felker, Jas. Barber, N. Farrar, W. A. Dill, C. A. Bryan, A. Haverfield.

Instructions were given the members of the new Division by the D. G. C. C., ably assisted by Bro. H. C. Simmons, of Division No. 79, and all the Brothers present seemed to vie with each other in making this a profitable meeting to all who were present. At 2 P. M. the D. G. C. C. declared a recess until 3 P. M., with invitation to all to take dinner at the Baker House. At 3:20 business was resumed with Bro. Simmons acting as D. G. C. C., relieving Bro. Roberts as he had eaten so much dinner that it was impossible for him to transact any business whatever. The Brothers of Division No. 216 were well instructed in the work of the Order, and at 5 P. M. the Division was called to order, and the following officers elected for the ensuing year: Chief Conductor, D. C. Dubois; Assistant Chief Conductor, W. A. Dill; Secretary and Treasurer, C. A. Bryan; Senior Conductor, Jas. Barber; Junior Conductor, G. W. Cloyde; Inside Sentinel, A. Haverfield; Outside Sentinel, N. Farrar. Bro. D. C. Dubois was duly elected Correspondent of the Railway Conductor's Magazine. Bro. D. C. Dubois was duly elected Delegate to the Nineteenth Grand Division to be held at New Orleans, May 10, 1887. Alternate, Bro. C. E. Bryan.

The officers of this new Division were then installed, and at 7 P. M. the Brothers of Ottumwa Division No. 216, and visiting Brothers separated with kind wishes for each and every one.

Division meets every second and fourth Sunday in each month at 1 P. M. sharp.

E. H. BELKNAP,

A. G. S. and T.

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WEST PHILADELPHIA, April 28, 1887.

EDITOR MONTHLY:—Once more I take up my pen to drop you a few lines for our MONTHLY in behalf of the members of West Philadelphia Div. 162. We are still flourishing and adding new recruits to our ranks from time to time, and our Brothers all have a wide awake interest in everything for the good of the Division and the Order, which is particularly shown by their good attendance.

We had a very pleasant evening on April 20, in the shape of a surprise party tendered to our worthy Secretary and Treasurer, A. H. McCauley, at his home 4419 Wallace St., Philadelphia. Brother McCauley is a hale fellow well

met. and threw his house open for the entertainment of his friends, who were as follows: Brother W. Bingham, wife and daughter, Brother Wm. Robertson and wife, Brother J. Reilly, wife and niece, Brother J. Manahan and wife, Brother Geo. Sheetz, wife and daughter, Brother T. Curil and wife, Brother F. Guinn and wife, Brother B. F. Thompson and wife, and Mrs. Geo. S. Price, and Mrs. Alfred Jones; Brothers W. Showalter, T. J. Meekins, H. Bush, J. Young; David Chambers, Dispatcher, and A. Hughes, Assistant Dispatcher R. W. B. R. R.; G. W. Robinson, Assistant Train Master New York Div. P. R. R., Mr. J. R. Tumbleson and your humble servant.

The occasion of the surprise was to present our worthy Secretary with a handsome walnut secretary and chair. Brother Sheetz laid off one round trip for the purpose of studying up a presentation speech, in which he was successful and was worthy of all the commendation and applause which he received on its delivery, and which proves he is a born orator, and we hope we will hear more from him in our Division chamber. Brother Showalter favored us with a well-delivered song. I forgot to inquire what it was, though. Miss Sheetz played several enlivening selections on the piano which were well received. Mrs. W. Bingham and Mrs. J. Reilly, Brothers Sheetz, Robertson and Reilly and our host kept the ball rolling by their ready wit and spirited repartee.

About 10 o'clock the table was spread with the luxuries of the season, and ice cream, cake and fruit were objects of interest for awhile, I can assure you. Brothers Sheetz and Robertson laid in a summer's supply of ice cream, and their wives are somewhat put out about it for fear they cannot induce them to treat in the coming summer.

Brothers Sheetz and McCauley gave an exhibition game of ball. Brother Sheetz claimed first base by being hit in the eye, which wound up the game.

About 11:30 the party dispersed to their homes, all happy and pleased with their night's fun, and left our host and hostess very happy. By the way, our worthy Secretary's helpmate, Mrs. McCauley, has been suffering with very poor health all winter, but I am pleased to state she is improving nicely now; and it is the wish of all that she may continue to improve, and that they may live to enjoy many happy years in the bonds which were made dear until death they shall part.

I had the pleasure on Sunday, April 17, of visiting New Haven Division 201, and it was a visit I shall not soon forget, especially their work in open Division, which was fine in every particular. Brother C. C. Beers deserves great credit for his able management, also the various officers which compose the Division's staff, and I thank them very much for their hospitality, and West Philadelphia Division 162 will be able to welcome them to our "city of brotherly love" in the near future.

Neptune Division 169 gave a very fine entertainment and hop on April 18, at their hall in Jersey City, which proved both a social and financial success. Brother Robert McDonald delivered the opening address, and any of the Brothers who are acquainted with him will know that it was well rendered, and that his wit and humor carried the house by storm. Brother C. C. Levi Campbell, the 300 pound infant of the Division, was master of ceremonies. The evening wound up with a social hop for an hour, when all went home happy and satisfied with their investment.

I will close my letter by offering in behalf of West Philadelphia Division 162 a general invitation to all Brothers visiting our city to pay us a visit at our chamber, and we will try and make it pleasant for you.

Yours truly in P. F.,

WM. J. MAXWELL,  
Cor. Sec. No. 162.



## EDITORIAL.

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THE MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

E. B. COMAN,

W. P. DANIELS,

H. HURTY,

C. S. WHEATON, *Editor.*  
W. SEARS, *Associate Editors.*

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### VALE.

After a service of one and a half years as editor, a service very unsatisfactory to myself if to no one else, I retire from the position very gladly. The last session of the Grand Division seeing the absolute necessity of some arrangement that would give to the MONTHLY better service than it has been possible to give it during the time it has been in my charge, have placed it in far more capable hands than mine, even had I been so situated as to give it all the time necessary, and I will guarantee that if members give it the support it should have, and the support it has a right to expect from them, it will take a long step in advance during the coming year, and become what it should be, the leading railway employe's periodical. In retiring from the editorial position, I do not relinquish my interest in the MONTHLY and its success, and it is more than probable that its readers may often hear from me through its columns.

Time forbids any extended remarks by way of "farewell," and thus the readers escape a possible infliction. I will simply say to the many who have so energetically aided me not only by kind words but by acts, my thanks to you are sincere and heartfelt, and the one single regret is caused by the fact that my retirement will partially sever our relations with each other. To those who have honestly criticised and suggested remedies for faults I wish to say that your kindly criticisms have always been welcome, and even when I differed with you and "had my own way because I could," I have recognized the kind intent, and frequently when too late, I have become convinced that rejected advice ought to have been observed. To those few who have found fault continuously, with no other object so far as could be discovered than to be on the opposite side of everything, may your digestion improve.

Bespeaking for my successor, renewed and energetic support and pledging my hearty co-operation in everything for the benefit of the MONTHLY, I wish you, one and all, the utmost success and happiness.

Yours very truly,

WM. P. DANIELS.

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*AGAIN.*

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By the action of the Nineteenth Annual Session of our Grand Division, we are again placed in charge of the MONTHLY. We are not aware that we have done anything to merit being placed in this position, one that has been so ably filled for the past eighteen months by our worthy associate. However we are here and shall endeavor to make our MONTHLY, as in the past, a readable and interesting book. We shall do our best, and shall rely on those who so ably assisted us in times past to lend a helping hand. We shall ask in advance your kind consideration for our many errors, and shall endeavor to profit by fair criticism. We do not expect to please all, but shall use our utmost endeavor to displease as few as possible. The MONTHLY will at all times defend the principles of the Order repeatedly affirmed, and standing as firm as rock itself. We invite friendly discussion of points in the interests of conductors, engineers, firemen, and brakemen, laying aside sectional and personal differences, each endeavoring to benefit his neighbor in that he may be himself benefitted. Our work is that of the Order, and cause that of humanity and all should be interested, all should work, and by our united efforts secure to ourselves the better part of life's blessings.

C. S. WHEATON.

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*FREE PASS.*

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Under the head of "The Railway Pass Evil," the *Chicago Tribune* prints an article from the *Forum* for June, written by Mr. J. T. Brooks, attorney for the P., F. W. & C. Railway. The article is long, and is an exposition of the system which he demonstrates an acute disease. He does not expect any remedy from the railroads in this matter, and not until the people are thoroughly aroused, will it be stopped. We print the closing of his article in full, and commend it alike to officers and employes. The admission is a very damaging one to all interested, nothing can be expected for the remedy until some degree of consistency can be secured on part of managers.—[ED.]

"The relief afforded by the Inter-State Commerce law will be brief and trifling. Already its terms are being evaded by daring railway managers, who give passes to large shippers, and designate them as employes of their own or other companies. Moreover, the people should revise the salaries of such of their servants as must travel while performing public duties, and add a separate, specific compensation on account of mileage traveled. The strongest temptation which besets an under-paid official to accept a pass will thus be withdrawn. The influence and

aid of the press must be invoked to arouse and instruct public opinion. Against its attack no man or human institution can stand; without its aid no reform, however wise or just, can ever prevail.

J. T. BROOKS."

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*PROTECTION.*

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The heading of this article would imply that we were about to take up the much-discussed political problem of protection to home industry. We have no disposition to inflict our readers with any views on that subject, but what we will endeavor to do is to advance some ideas, however feebly expressed they may be, as to what we consider our duty in protecting the American laborer, and more particularly those who are classed as unskilled labor in the language of the present day. This cry has been echoed the length and breadth of our land. It has been heard from every political stump orator, from the highest to the lowest, and why? Simply because they desire by their insincerity to impress all with the necessity of doing something, to get the vote of the laborer, that they may maintain or gain political preference or office at their hands, and when once gained they have no idea that the laborer wants or needs protection. This species of demagogism has gone on from bad to worse until Governors of States and legislators vie with one another in these acts, while in fact their expressions of sympathy are only gauged by the number of votes in the balance. Look, for instance, at the State of New York! Laws have been passed by the Legislature and put in force by the Governor, that make even the laborer himself blush, and we sit and wonder if the intelligent laboring men of that State will permit themselves to be humbugged into following the lead of such demagogues. What is true in this case is true in many others. If these men are honest, why don't they come out and fairly and squarely take a stand; that will (in our opinion) benefit the laboring man much more than any other. It is not shorter hours and more rest that the laborer wants; it is more pay for his labor. All over this land men are compelled to work for from 90 cents to \$1.25 per day, and why? Look, if you please, at the Castle Garden register for last month and get your answer. It is an axiom as old as the hills, that "supply and demand will regulate the price of all commodities." How, then, can the laborer expect more pay for his work when there are ten men to do each day's work? And still they come! These very same Governors, legislators and politicians employ labor, and for that reason they are not interested in this mode of protection. The true remedy for the evil is to close the ports of entry for five years, or until the American laborer

is taken care of and receives a just and equitable share of the profits of a business for his work, and then we will be ready for more accessions and during this time the strike problem will be solved and they will disappear. Another and stronger reason why this should be brought about is that there is not a man in this country but prides himself on being, if not a citizen, a resident of free America. Did it ever occur to you, reader, that we are fast becoming a foreign nation? Isn't it about time we began to stop and consider this great question? We of America are outgrowing our means of instruction. Let us shut the gates, and one and all bend our efforts to Americanize America, and when we have done so, then let all come and we will be ready to receive them and instruct all in the art of being a true American citizen. Another evil that is permitted is the immigration of thousands who do not now and never did intend to become citizens; they come here to take the bread from our true-hearted American citizens, and when they have got together a few hundred dollars (which is done by cheap living generally) they take themselves back to their foreign home, and they are replaced by another hungry horde who repeat the same over and over again. Is this not a matter of interest to the American day laborer? We think it of vital importance. Our churches also are found asking money to send missionaries to China, Africa and Japan. Yes, and within the sound of the bell that calls the worshipers together each Sunday morning can be found more cases of crime and a greater degree of heathenism than can be found in the wilds of Africa. Truly, it would seem to us that charity should begin in this case at home. Let the Church and the Press, the two greatest educators of the age, take up this matter, urging upon all the true education of Americans, and, if we mistake not, the laborer of America will at last have cause to thank God that he has found true protection.

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Every member of the order should be a subscriber to the MONTHLY. We find by close investigation that those who do not attend division meetings are the most lax in this particular. We ask every Brother to interest himself in the work of the order. We find by the reports of your Grand Officers that over forty cases of grievances were taken up and adjusted last year, of some thirty cases of personal greivances taken up only eight were subscribers to the MONTHLY, and only five attended Division meetings regularly. It is evidently the idea from this that there are many who propose to do nothing to help the order, except be a member and then depend on its strength to carry them safely through all trouble. Let all try this year to do all we can to help one another, and see at the end of the year if all are not better off.

*SUNDAY TRAINS.*

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We are glad to note that the legislature of several states have enacted a law during the last session that prohibits the running of trains on Sunday. The movement of trains on Sunday has grown to be a great evil, and when Railway Managers and the public demand such service, or claim to, it should be restricted by law, and while we do not believe managers, as a rule, desire to move their trains on Sunday, yet it is done, if for no other reason, than that they do not try to effect an arrangement among themselves to put a stop to it. How many times conferences have been had looking toward a uniform rate of Fare, uniform Freight Tariff, and twice each year a time convention. Associations to govern this, that and the other, when in fact there is but little to govern, except the amount of salary drawn, but not a word about relief for the tired Conductor, Engineer, Fireman and Brakeman. Managers subscribe liberally toward the work being done by the various branches of the R. Y. M. C. A. Providing the means for a spiritual education of Employes and then by act deprive them of accepting the means offered for a portion of, at least, such Education. How long, we ask, would the public sustain any officer who ordered his shops kept open and in full blast every Sunday. Public sentiment would condemn it, and the Company must yield or suffer. Why not public sentiment demand the stoppage of trains? Simply because they are made up in one place and the various places they pass through on the run notice the passage, and condemn it, but having enough of their own local matters to look after, take no more interest, and so it goes. The old cry that the public demand it, is played out. How many other things the public demand are not listened to for an instant, simply because they do not suit the convenience of the Company. We know of many officers who would gladly stop trains on Sunday, but Superiors order otherwise, and it is notably the case that he who orders this work will be found in a handsomely cushioned pew in a fashionable church, while his associates are deprived of the true American Privilege of "worshiping God according to the dictates of his own Conscience."

It is estimated that over 50,000 Railway employes are each Sunday deprived of these privileges, and why? let those who are mainly responsible stand up and answer, six days are enough for any man to work, in whatever capacity he may be employed, whether at Brain or Manual labor. Let us have Sunday to ourselves, let us feel that when our run is ended Saturday night that Sunday is ours. That we have one day, at least that we can enjoy the privileges of any citizen, for rest, recreation,

or study, and if I mistake not, a situation in the railway service will become much more desirable than at present. Let us enjoy the same privileges enjoyed by our superiors and associates. In a word let us have Justice.

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Under the heading "He is still here," the *Chicago Times* has the following, and it goes a long way to show the true inwardness of the construction placed on the great "Inter-Disturbance Law." "Consistency thou art indeed a Jewell:"

When in the first throes of a wrestle with the provisions of the interstate commerce law, the general passenger agents had arrived at the conclusion that it was designed and intended to cut off every special-rate excursion, mileage and otherwise, the hearts of the officials were filled with pity for the poor scalper. That much berated and maligned individual was by the integrity of railroad officials and the rigidity of the law to be continually wiped out of existence, to cease to trouble and tempt virtuous railway agents and suspend combinations and underhand dealings with those whose moral principles, in an official way, were not quite so fixed and immovable as those of their more righteous competitors. The law said there should be no discrimination, and the very fact of the scalper selling a ticket at less than the regular rate was, in the nature of things, to be prima facie evidence of discrimination traceable to some road and duly finable under the act. But the scalper is still on hand, apparently as vigorous and aggressive as ever. The economical traveler, to whom a saving of 50 cents or \$1 is a consideration, still journeys in all directions by the aid of the broker, from Chicago to Kansas City, Omaha, Denver, New Orleans, St. Paul, Pittsburgh, Buffalo and intermediate points, and the inter-state law has not stepped in to say to him "nay" in the indulgence of his economical practices. The general passenger agent has come down off his high horse, and merrily votes for excursions to and covering all known points, and the scalper procures blocks of these with the usual facility and tickets excursionists to all localities as he did of yore. And nobody cries out "discrimination," or talks about fines. Verily! the general passenger agents, prior to April 1, either assimilated or were overtaken by a big scare, but time and familiarity with the law has worked a complete recovery

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We shall continue to send the MONTHLY to all our old subscribers, unless notified that they do not desire it, and as the year is now half gone all that have not done so will please remit at once, the amount of their subscription which is \$1.25 for the year, and save the Manager the trouble of making out and sending you personal bills. Please note date of expiration of your subscription on address label, and \$1.25 will pay your subscription one year from that date. Give this your early attention.

*TRAIN ORDERS.*

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In regard to the idea of train rights, the answer was given in accord with the idea that if you have rules, live up to them. There is nothing in the order that invalidates or changes any rule, so we hold that it should be observed. The only idea is to keep the train where it belongs. Admitting all the arguments to be true and that you would be absolutely safe in going ahead, does this invalidate the rule which says "trains shall wait five minutes at passing points for delayed trains to cover possible variations in watches." The best rule is plain and fair even time and no variation, with an absolute right one way.

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We notice with a great degree of interest the increased independence of many lines in matter of policy pursued by them in both freight and passenger traffic and the apparent desire to conduct their own business independent of those who have dictated the general policy to be pursued by all. There are many lines in the country that have been forced into unnatural alliances and arbitrary arrangements that now have the opportunity under the inter-state commerce law to break away and dictate natural terms to those who claim to hold the reins of power. As a verification of this, we note the complaints lately filed with the commission by the Chicago & Alton and Chicago, Rock Island & Pacific against the Pennsylvania and New York Central & Hudson River Railways on the matter of ticket commissions, and we predict that this is but the commencement of a general going to pieces of what has long been a source of annoyance to many and profit to none. The various associations (pools formerly called) who at the instance of the few control the many, and have by radical construction of the inter-disturbance law forced heretofore good-paying lines to curtail expenses in all quarters to keep their heads above water. The law in itself is discriminating and unjust; to this add the radical construction of the managers above referred to and you have peculiar state of affairs. We shall not be more surprised if in the space of two years these dictators demanded the withdrawal of all traveling passenger agents, or prohibit any person from soliciting any patronage for any line. This will be in line with the "no commission to agents, or we turn your tickets to the wall," and it will look just as well to say withdraw your passenger agents or we do likewise. We will live in hope that the time will soon come when each manager will look after the best interest of his line regardless of what the Clerks' Association may direct.

*OPEN SESSION.*

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The Grand Division of the Order held its session at New Orleans, with open doors, except executive session on the last day, and the good results were very apparent. We firmly believe that it had the effect of saving us one day's time in the transaction of our business. There is in the transaction of the routine business of our Grand Division, but little that cannot with great propriety be transacted with open doors. The effect is very apparent when the probability of secrecy disappears, and a greater degree of confidence is secured on the part of the organization debate take a definite and intelligent form. Members of the Grand Division get an education that benefits them materially. It is not the old idea of a Division Meeting, but one of public importance. Many of the ideas expressed and debates indulged in by members at New Orleans were of great public importance, and those who took part need not be ashamed of their arguments. The one session each day gave all committees a good chance to work, and contrary to the usual custom, we did not have to delay the work waiting for anyone. Members had ample opportunity to prepare amendments and papers to be submitted and they were in good shape when received and not in a crude form, gotten up in a hurry, as heretofore. Taken as a whole the change was of a great benefit to the Order and its members, and like many other matters, experimental at first, has brought about great benefits and we feel sure that it will be a long time before we return to the old form of work.

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*PROMOTION.*

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Brother T. C. Clifford, formerly Traveling Passenger Agent for the Wisconsin Central Line, with headquarters at Chicago, has been made City Passenger and Ticket Agent at Milwaukee, Wis. Mr. H. I. McGuire, formerly Passenger Agent at Duluth, Minn., for the same line, takes the place made vacant by Brother Clifford's promotion. This position was formerly filled by Brother J. N. Robinson.

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Anyone knowing the whereabouts of Ed. A. Baty, formerly of Elmira, New York, now supposed to be railroading in Kansas, can learn something to his advantage by finding himself and sending his address to this office.



## MENTIONS.

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—Brother A. W. Hull, delegate from 117, passed through the city en route for home on May 25. Call next time, please.

—Tom Hughs, of No. 55, was taking in the sights in Chicago on June 6. Guess he got lost, as he failed to show up as per agreement.

—Brother J. H. Lattimer organized a Division (No. 218) at Savannah, Ga., on Sunday, June 12. The report has not reached us at this writing.

—Brother A. R. Lobstien called at our office on the 31. He had quite a search for us, but found us just the same. We were glad to see him.

—Brother C. H. Loomis, of No. 53, for a number of years with the M. P. R'y at Dennison, Tex., has resigned to accept a position on the T. & P. R'y.

—By error we neglected the proper credit of "Education of Memory" in June number. The credit is due W. S. S., and we promise him not to do it again.

—Brother E. D. Parker, of No. 58, dropped in and made us a short call on June 10. He is at present running between Estherville and Sioux Falls, Dak.

—We are under obligations to the *Railroader* of Washington for the cut of Conductor Dubois, with which to illustrate the sketch that appears in this issue.

—Brother Orange Sackett and lady are nicely located at 119 Second avenue, in this city, where they will welcome any of their many friends that may come this way.

—Should any of the Brothers pass through Hornellsville, N. Y., don't forget to stop at the Page House. You will find Brother Hurty there always, and glad to see you.

—We are sorry that the obituary notices in this issue were delayed by our pack-up, and were not inserted in the June number. We will try and be prompt in future.

—Your attention is called to the advertisement of the St. Louis Engraving Company in our advertising columns. All who are in need of goods in their line will do well to give them a call.

—Superintendent Goodell, of the B., C. R. & N. Railway, favored us with a pleasant call on the 9th. George looks as natural as life, and says his line is in good shape and doing a fine business.

—Brother D. L. Krum, of No. 9, for the past 20 years in charge of trains 3 and 12 on the old Erie, has been transferred to trains 6 and 29 on Susquehanna Division of the same road at his own request.

—Division No. 217 was organized on Sunday, May 22, by Brother S. E. Carnahan at Tyler, Texas. See report in another part of this issue. He desires to thank all who kindly assisted him in the work.

—In a recent letter, Brother Millard dwells on the beauty of the scenery along Kekuka Lake, and he promises the Brothers to carefully point out all places of interest there if they will give him a call.

—Brother Tom Alexander, of the B., C. R. & N., has come out in a brand new cap, and it has gold bands clear around it. He is now a full-fledged passenger conductor, and there are none more deserving.

—Hart & Duff writes us from St. Louis that the ad. in our June issue has snowed them under with orders. Keep it up, boys; they are worthy of your patronage, and will get to your orders as fast as they can.

—By a circular placed on our desk by Brother L. W. Roberts, of No. 85, we are informed that Mr. J. H. Scott has been appointed Superintendent of the Atlantic & Pacific Railway line, vice Mr. G. L. Sands promoted.

—Brother F. J. Woodward, of St. Louis Division No. 3, called on the 9th. He is at present employed on the M., K. & T. R'y at Denison, Texas. Iowa being his old home, he was spending a part of his vacation here.

—No one contributed more to the enjoyment of all at New Orleans than Brother Ed Coman and his wife. They were everywhere, and assisted all in getting acquainted and making all happy. May they always attend

—We have the promise that ere long those of our old contributors for some time silent will again assist us with their ideas, and confidently expect the letters of W. S. S., E. H. B., S. E. F., and others will be seen in each issue.

—The special time card issued by the Brothers of No. 215, on the occasion of the organization of their Division, is original and ahead of any we have ever seen. We hope none of the wilds ran into any obstruction on any return trips.

—It not being generally known, we will inform our readers that Brother Genth Parks, of No. 147, has become quite an expert in the millinery line, and we don't blame Mrs. P. for making him work when at home. Good enough for you, Genth.

—Every member of the Order that can make it convenient to do so, will be welcomed at our offices on Tuesday, July 12, the occasion of the first annual meeting of the Board of Directors and signing of the Articles of Incorporation. All are invited.

—Brother W. W. Flack is now with the Chicago, Kansas & Nebraska Railway, in Kansas, and we are pleased to note that he has bright prospects of a good position there. He and his estimable wife attended the 19th annual session at New Orleans.

—All members of the Insurance Department will be given reasonable time to pay their assessment. But few are back. Division Secretaries and all members of the Department should jog the memory of their associates in this matter, and see to it that not one is left out.

—Fortunate, indeed, is he who falls into the hands of Brother Harry Bradley, of No. 180. We will not soon forget our hospitable entertainment at Spring Bank. So much was provided that they gathered up after the feast nearly the historic "twelve baskets full."

—The many friends of P. G. C. C. W. L. Collins and wife will be glad to learn that Mrs. Collins has fully recovered from her recent sickness, and are at present visiting their sons at Brainard, Minn. Brother Collins writes that his son George is quite ill, but hopes to be able to take him east soon.

—Any one knowing the whereabouts of J. G. Bailey, at one time a switchman for the Newport News & Mississippi Valley Railway Co., and in November, 1886, was a conductor on C. & O. at Lexington, Ky., will kindly send the information to John W. Whedon, Acting Train Master at Memphis, Tenn.

—We expect to illustrate the August number of the MONTHLY with a perfect likeness of our worthy and able assistant, Brother Ed Burdette Coman. All of his friends should have it. Send in your order early to be sure of a copy. This will be necessary, as our edition is limited in number; his friends are not.

—Under date of May 19 Superintendent F. B. Drake, of the Missouri Pacific, appoints Mr. J. A. Pierce Superintendent of Kansas, Nebraska and Dakota Division, vice H. M. Fickinger resigned. Brother Pierce is a worthy member of Moberly Division No. 49. The MONTHLY extends congratulations.

—We had hoped to record the promotion of Mr. Roswell Miller to the Presidency of the Chicago, Milwaukee & St. Paul Railway; Mr. J. T. Clark to the General Managership, and Mr. A. J. Earling to the General Superintendency, on the occasion of the late annual meeting of that company. Each is a promotion eminently fit to be made, and we shall still hope for such news.

—Brother H. Hurty, Chairman of our Executive Committee, was unfortunate enough to be on board the train on the Fitchburg R'y that was wrecked a short time ago, but came out without a bruise. He states that the scenes of that occurrence are worse than he ever saw in his 35 years' experience on the road.

—We are pleased to note that Mr. Marvin Hughitt has been made President of the C. & N. W. Railway. While his many friends will be glad to congratulate him on his preferment, the employes of the C. & N. W. will be sorry to lose him from the active management of the Transportation Department of that road.

—The many friends of Brother George F. McIntosh, of No. 124, will be glad to learn of his promotion to a Train Mastership on U. P. R. at Laramie, Wyo. Ter. While we are sorry to lose him from the head of No. 124, yet we know Brother Clark will ably fill the place. The MONTHLY extend congratulations to both.

—Should no work in matter of grievances appear before June 25, we shall hie ourselves eastward and get acquainted with our family. We shall endeavor to collect our belongings, and soon after July 1 hope to be able to tell you where you will find us should you chance to come to Cedar Rapids, either for business or pleasure.

—Reports of the organization of Divisions 215 and 216 at Columbia, S. C., and Ottumwa, Ia., respectively, were locked up in our mail at Chicago and were not opened in time to print in June number of the MONTHLY. Charter has been granted for a Division at Savannah, Ga., and one asked for at St. Johns, New Brunswick.

—We desire to call the attention of all desiring watches or any kind of jewelry, particularly in the line of society charms, to the advertisement of J. S. Townsend, 1554 Wabash ave., Chicago. Mr. Townsend carries a large and fine assortment of all kinds of jewelry. Those desiring to purchase, will do well to give him a call.

—A rumor has been circulated that many and marked changes are to be made in the passenger service on the Erie Railway, particularly among the brakeman, the older ones retiring and making way for younger men. We are inclined to doubt it, yet the present administration of the "Erie" is a progressive one, and it may be the case.

—We are in receipt, through the kindness of Brother Ed Sadd, General Baggage Agent C., B. & Q. Ry, of a neat pack of whist cards, and as an advertisement the Burlington is ahead. Fifty-three advertisements in a package and nine times on each card are you reminded that the "Burlington" is the greatest line on earth. He has our thanks.

—Geo. L. Sands, formerly Superintendent of the Atlantic & Pacific lines, has been promoted to General Superintendent of the Atchison, Topeka & Santa Fe lines, vice D. G. Chase, transferred to the Santa Fe new Chicago line. Messrs. Chase and Sands are well-known railroad men, and their many friends will congratulate them on their promotion.

—The proceedings of our 19th Annual Meeting is ready in type and will make a book of well toward 200 pages. It is hoped all Divisions will have a copy before July 10 to peruse. All are to be congratulated on the work performed and the harmony and good feelings displayed by all. It was, in fact, the most harmonious session we have ever held.

—The annual report of the G. T. R. presents a very flattering condition of affairs, and the speech of President Tyler presents a bright outlook for the future. The company have declared a dividend of 4 per cent., and this in face of the fact that employes' salaries have been raised 5 and 10 per cent. If our memory is correct this was not a raise, simply a restoration to old rates. The employes, by arrangement, worked a year for a reduction to help the company out of a rut, and are now credited with a raise of pay. If the Grand Trunk Company would give their conductors a raise of 10 per cent., in fact it would be a simple matter of justice to the oldest employes in the service.

--Brother W. E. Rape, of No. 148, is at present employed at Chattanooga, Tenn. The older members of the Order will remember him as a member of No. 22 at Atlanta, Ga., and Chairman of the Entertainment Committee at the Eighth Annual Meeting. He has not changed a particle. He attended the Union picnic at Spring Bank on May 19, and certainly enjoyed himself.

--Many and marked changes have been made in the train service on the N. Y., L. E. & W. Railway (Erie line.) Trains 3 and 12, New York and Chicago Express, now leaves the main line at Jamestown and runs via Buffalo, thence over Buffalo Division to Hornellsville; and New York train No. 8, New York limited, is again running direct from Chicago to New York. The other train service is same as before.

--"What had we better do," said the Superintendent of the road to the President, "for the brakeman who saved No. 3 from being wrecked? Both of his legs are broken." "We'll give him a trip pass somewhere." "But the Inter-State Commerce law?" "True, I forgot about that," said the President, with vexation. "Perhaps the law will be repealed, and then we can give him a pass. He's a hero."--*Sun*.

--Twenty out of the thirty-seven Conductors on the Fall Brook roads yesterday received the annual premium of \$60 cash, for having a 'clean record' during the past year.--*Elmira Gazette*. The above shows plainly what can be done by the Conductors on any line, and we are pleased to note this in face of the allegation made by some that it would amount to nothing. This shows that 60 per cent. have received their premium.

--There were five members of the Order in attendance at the Annual Meeting at New Orleans that attended the Eighth Annual Meeting of the Order: Brothers W. L. Collins, P. G. C. C.; C. A. Stanchfield, P. G. C. C.; Allen Potter, of No. 21; T. P. Kellev, of No. 42 and your present G. C. C.; only one who attended the Seventh, Brother Collins who attended the Sixth, Brothers Collins and E. H. Thomas, of 61, and one who attended the Fifth.

--On Monday, June 14, there was paid from the Insurance Department of the Order six claims, in aggregate \$15,000, which makes the total payment to date, \$170,723. All members of this Department should be proud of it, and it should be an incentive to pay promptly all assessments. Our insurance is still by far the cheapest in the country. It has cost us but \$9 this year. Including the last assessment of \$5 only \$14, and it is certainly cheap enough. Eight months for \$14, or only about \$5 50 per thousand. All those who are back should at once reinstate themselves.

--Mr. H. H. Greenleaf, of the City of Mexico, arrived in Savanna last evening and will visit with his parents, Mr. and Mrs. Simon Greenleaf, and others of the family, none of whom he has seen for nearly nineteen years. He notices wonderful changes in Savanna and its people since he has been absent, there remaining but few signs of the old town of '68, and the boys and girls of that time having grown to manhood and womanhood. Mr. G. has been railroading for a number of years in Mexico and is now taking a lay-off, having been a Delegate to the National Convention of Railway Conductors recently held in New Orleans, and visited in the southern and eastern states. He will remain some days with relatives here before leaving for Mexico.--*Savanna (Ill.) Journal*.

--No one in attendance at the Grand Session at New Orleans enjoyed the meeting more than did Brother Joe Fahey, of Division 47. Brother Fahey surmounted almost every possible barrier to reach there in time, coming by rail, steamer, stage and wagon. He received quite an ovation on taking his seat as delegate. We are also reminded by the beautiful card on our desk that he has accomplished another great feat, that of capturing one of the fairest ladies of Calgary, Miss Ella L. Dawling. The ceremony was celebrated on April 27, the happy couple leaving at once for New Orleans via C. P. R., steamer, &c., as above related. Mrs. Fahey did more than her share in entertaining the visiting Brothers and Ladies by her artistic performance on the piano. Mr. and Mrs. Fahey have the best wishes of their thousands of friends, all hoping they have a long and happy life before them. The MONTHLY adds congratulations.

—Should many mistakes be noticed in this issue, we have an excuse. You can easily put yourself in our place by getting inside of a dry goods box and have a small boy pound on the outside with a hammer. But we live in hopes, however, ere this reaches your eye to be nicely settled in our new offices, the most commodious and pleasant we have ever had. Call and see us.

—We have just perused with much pleasure a circular signed J. M. Foss, General Superintendent, Central Vermont Railroad, appointing Brother E. D. Nash Depot Master at St. Albans, Vt. This appointment is one eminently fit to be made. The Brothers who attended the 19th Annual Session at New Orleans will remember Brother Nash and his lady. Our correspondent writes that the last trip Brother N. made as conductor was in charge of a special train carrying President Cleveland and lady to the Adirondacks, which was very complimentary to Brother Nash and furnished a very pleasant finale to his long and successful career as Conductor. He will receive the congratulations of his thousands of friends, to which we add those of the MONTHLY and its editorial staff.

—The following has been issued from this office, and expires August 15. All members of the Insurance Department will please note, and if your notice has missed, apply to the Grand Secretary for duplicate:

## OFFICE OF RAILWAY CONDUCTORS---INSURANCE DEPARTMENT.

56 Third Avenue,

CERTIFICATE NO. ....

*Cedar Rapids, Iowa, June 15, 1887.*

## NOTICE OF ASSESSMENTS NOS. 83, 84, 85, 86 and 87.

Due immediately and Membership forfeited if not paid before August 15 1887.

N. B.—No second notices are sent hereafter. Three benefits paid from surplus.

## BENEFITS PAID FROM ASSESSMENTS NOS. 80, 81 and 82.

Ben. No.	PAID TO	FOR	OF	CAUSE.	DATE.	Am't
100	J. B. Powell,	Disability	J B Powell,	Loss of arm.	March 5, '87,	\$2,500
101	Mrs. J R Malonzo,	Death.	J R Malonzo,	Accident.	Jan. 3, '87,	2,500
102	Mrs S J Chase,	Death.	H S Chase,	Bright's Disease,	Feb. 2, '87,	2,500
103	Mrs Mary E Hall,	Death.	John T Hall,	Heart Disease,	March 4, '87,	2,500
104	Mrs Eliza J Tilden,	Death.	M J Tilden,	Accident,	March 14, '87,	2,500
105	Nathaniel Kent,	Disability	Nathaniel Kent,	Spinal Sclerosis,	March 35, '87,	2,500

## CLAIMS APPROVED FOR PAYMENT.

Ass't No.	To BE PAID TO	FOR	OF	CAUSE.	DATE.	Cert. No.	Div. No.
Surp.	Mrs C W Burns,	Death	Frank W Burns,	Pneumonia,	Feb. 22,		146
Surp.	George Collins,	Dis.	George Collins,	Loss of arm.	March 28,	2681	162
83	Mrs A Walker,	Death	T J Walker,	Bright's Dis.	March 14,	1531	148
84	Mrs M W Shea,	Death	John W Shea,	Consumption,	April 28,	3923	89
85	A R Lobstein,	Dis.	A R Lobstein,	Head crushed,	May 2,	3661	51
86	E M Gilbert,	Dis.	E M Gilbert,	Appoplexy,	May 2,	3597	156
87	J R Willey,	Dis.	J B Willey,	Fell from train	May 2,	680	24
Surp.	George N Napier,	Dis.	George W Napier,	Collision,	May 2,	3190	182

Please forward \$5.00 immediately unless a different amount is stamped on this notice.

Total amount of benefits paid since organization, \$170,723.00.

There are now 5,110 members, of whom 5,021 are assessed; 57 forfeited by non-payment of assessments Nos. 74, 75 and 76.

WM. P. DANIELS, Treasurer.

Employment in railroad business for good, reliable, broke down brother railroad men, in good standing. No capital required, only energy and big returns.

Apply at once to

HOWELL &amp; KING,

(Adv.)

Wilson Home, Birmingham, Alabama.

## YARDMASTERS' DEPARTMENT.

---

□ We were unavoidably detained from attending the Annual Meeting of the above association at Detroit, Mich., on Monday, June 8, 1887. Grand Secretary Sanger advises us of the election of officers, and we were more than pleased to know that the meeting was both a pleasant and harmonious one, and no doubt the laws enacted were such as will advance the interest of the association. There is none more worthy, and every Yardmaster in the country should become a member. We shall hope that the new year will witness a large increase of members, and greatly increase benefits to the members. We notice the old familiar names among the officers, and that is in itself a guarantee of success. We give full list of officers elected :

President—E. M. Carter, Wilmington, Del., re-elected.  
First Vice President—Thos. S. Gresham, Atlanta, Ga., re-elected.  
Second Vice President—Wm. Blow, Windsor, Ont.  
Secretary—Joseph Sanger, Indianapolis, Ind., holds over two years.  
Corresponding Secretary—Wm. Baird, Philadelphia, Pa., re-elected.  
Sergeant at Arms—H. M. Butler, Pittsburg, Pa.  
Directors :  
John Q. Hicks, Indianapolis, Ind., re-elected.  
Robt. F. Marshall, Cincinnati, O.  
Leroy S. Jones, Chicago, Ills.  
S. F. Randall, Youngstown, O., re-elected.  
John J. Bresnahan, Denver, Colo.  
Lew M. Firmin, Kansas City, Mo.  
J. C. Campbell, Derry, Pa.

The next Annual Meeting will be held in Richmond, Va.

There was missing from the friendly throng at Detroit, one that has attended all the Annual Meetings for the past eight years, and none could be more sadly missed. His prominent figure and pleasant face was always a guarantee of justice and right. We thought of him many times during the two days' session, and I am sure all will agree with me when I say that the loss of Brother John C. Reed was one to be regretted by every member of the association. The MONTHLY was retained as the organ of the association. Does this mean that we shall do all the work, and you receive the benefit, or that we shall mutually agree to do our best to benefit each other? We shall have space for you each month, and our subscription books are now open. Every Yardmaster can do something; let all try their best. Those who have not paid their subscriptions will confer a favor on us by sending them in at once, and all new ones they can secure. Consult our premium list and see if it don't pay to do a little work and help pay your assessments each month. Try it once. Let us all do what little we can to benefit our fellow man.

## LEGAL.

Edited by R. D. Fisher, Indianapolis, Ind.

### CXXXIII.

#### *Train Service—Defective Ticket—Sleeping Berth—Ejection by Conductor.—*

This is an action against the defendant company for damages in refusing to sell to the plaintiff a ticket entitling him to sleeping-car accommodations. The evidence showed that the railroad company had classified its trains, fixing the terms upon which persons should become entitled to transportation in the sleeping-cars drawn by said company. It was their regulation that between Baltimore and New York this accommodation should only be furnished to those holding a ticket over the whole route. The regular train conductor, also, had full and entire authority over the porters and conductors of the sleeping-cars in determining who shall ride in the cars and under what circumstances, etc. The plaintiff having entered the sleeping-car and was there informed by its conductor that his "split ticket" was not such as would entitle him to purchase a berth, and that he could only sell to those holding through tickets. The plaintiff was in no way disturbed, until the train conductor, though not a servant of the defendant company, also informed him of the regulations, and urged him to leave the sleeper, which the plaintiff refused to do. Whereupon the train conductor, assisted by the sleeping car's conductor, ejected him from the sleeper and placed him in a forward car, where, it was alleged, he suffered from cold and poor accommodation.

*Held*, That a sleeping car company is not liable in damages for refusing to sell sleeping-car accommodations to a person not having a proper railway ticket entitling him to the use of such accommodations.

*Held*, That whether accommodation was rightly refused or not, the refusal was the act of the railway company's conductor, and not of defendant's conductor, whose duty it was to be guided by the train conductor.

*Held*, That the ejection of plaintiff was also the act of the railroad company, and not of the defendant. That the act of defendant's servant was only assisting the train conductor in the duty he was performing as the servant of the road.

Lawrence v. Pullman Palace Car Co. Mass., S. J. Co., March 26, 1887.

NOTE.—The failure to plead the unreasonableness of such a regulation, as practically discriminating in favor of through passengers; and, the suing of the wrong company in this case, is intimated as the reason for affirming the lower court decision.

### CXXXIV.

#### *Aged and Corpulent Passenger—Undue Haste of Conductor—Negligence—*

*Injury.*—This is an appeal from a judgment for \$5,500 damages, alleged to have been sustained by complainant for injuries received while a passenger of the defendant's train, through and by the negligent and hasty action of the conductor.

The evidence tended to show that the injured passenger, at the time of the accident, was about 65 years of age, weighing 170 pounds, in good health, and able to walk. She belonged to that class of fleshy old ladies, many of whom

are travelers, and who can and do move with reasonable celerity, but not so quickly as many who are younger, and move active. Before she arrived at the platform to leave the train, and before she had time to alight, the conductor gave the signal and started the train, whereby she was thrown down and seriously injured.

*Held*, That when the train arrived at her place of destination, she was entitled to a reasonable time in which to get off, and it was the duty of the conductor to stop his train for that length of time. That what would be a reasonable length of time for a light, young, active person, might and ordinarily would not be a sufficient time for a heavy old lady to get safely off a train.

*Held*, That considering what kind of passenger she was—her age, sex and physical condition, the conductor was unduly hasty and guilty of negligence, for which the company is liable in damages resulting from the same.

Missouri Pacific R'y Co. v. Hickman. Mo. S. C., April 21, 1887.

#### CXXXV.

*Breach of Contract—Failure to Carry Passengers to Destination—Wrong Train—Conductor's Act.*—Action for damages for breach of contract in failing to carry passenger to his destination, whereby it is alleged by reason of his having to walk three miles he was fatigued and made ill.

*Held*, That when a passenger goes on a train of a railway company, and pays his fare to be transported to some locality on such company's road, and the conductor, before the journey is completed, tells the passenger on account of telegraphic orders the train will not go to the station to which such passenger had paid to be carried, and that he can either get off at the station where the train is then stopping or go to some other point on the main line, (this place to which he desired to go was on a spur road three miles distant) whereupon after insisting that he be carried to his destination he leaves the train, he has a right of action against the company.

*Held*, That if, after the passenger leaves the train, the conductor tenders him back the fare for the uncompleted part of his journey, and he voluntarily receives it, he thereby waives his right of action.

Florida Southern Railway Co. v. Katz. Fla. S. C., March 28, 1887.

NOTE.—The evidence in this case was conflicting. The passenger testified that he accepted the remitted fare under protest and duress, but this was disproven. Had he refused it the judgment he obtained below would not have been reversed. So, after a failure of the company to carry him, he receives back the consideration paid, it leaves the company without the foundation on which alone its obligation could rest, and deprives him of the right of suing on a promise from which, by his own act, he has removed the only support.

#### CXXXVI.

*Common Carrier.—Limitation of Liability to a Passenger.—Contract Printed on Ticket.—Failure to Identify Hand-Writing.*—Action for damages by the plaintiff who alleged that he purchased from the defendant a ticket over its line and other lines to New Orleans and return; that on his return trip said ticket was not honored. The evidence showed that a printed stipulation made it incumbent upon plaintiff to identify himself at New Orleans by writing his name upon the return coupon ticket and have it stamped before return. The agent at New Orleans declared that his signature did not correspond with his signature as written upon the contract, and refused to stamp the ticket for return. The conductors of the respective roads on his return refused to honor the coupons and charged him full fare.

*Held*, That a passenger who buys and signs a coupon ticket cannot plead that he is not bound by special stipulations written in small type on the ticket because his attention was not called to them.



*Held*, That, in an action to recover damages for breach of contract of carriage, that the defendant in this case was the agent of the intermedial companies, and the agent appointed to stamp at New Orleans was the agent for all, and not for the defendant merely; that a stipulation that the original purchaser agrees to identify himself as such, whether called upon to do so by any conductor or agent of the lines over which the ticket reads, and on his failure, or refusal, the ticket should become void, such limitation of liability in respect of such lines, is binding on a passenger who signs a contract on the ticket referring to such stipulations.

*Bethea vs. North-Eastern Ry. Co.—S. E. of South Carolina, March 8th, 1887.*

*Obligations to Carry Passengers—Mob Violence—Union Workmen—Injury.*—This is an action by a passenger who suffered an injury by reason, as he alleges, of the conductor and servants of the defendant company in admitting as a passenger a person who was being pursued by a mob. The evidence showed that trouble existed among the workmen of a certain manufactory; that a strike was on, the strikers' places having been filled by non-union men; that on the occasion of the accident, a certain non-union man sought refuge in one of the defendant's cars, he being pursued by the strikers, who hurled stones and missiles through the car, thereby injuring the plaintiff and another passenger. The fleeing man paid his fare and was carried as a passenger away from the scenes of the unlawful outbreak. The complaint alleges negligence upon the part of the conductor and servants of the defendant in taking upon their train non-union men, which act provoked the assault, and that such act was the approximate cause of the injury to the plaintiff.

A recovery was had in the trial court, and the company appealed, wherein it is,

*Held*, That a railroad is bound to carry, as a passenger, an individual, even though the latter is being pursued by a mob; and the railroad is not liable to another passenger who is injured by the violence which was intended for the first-mentioned (non-union) passenger.

*Chicago, etc., Ry. Co. vs. Pillsbury, Ill., S. C.*

NOTE.—It is not the intention of the Statute to require railroad companies to carry a force large enough to repel the attack of an outside mob. In this case the strikers consisted of about three hundred men. The conduct of in control of this train were unable to do anything against such a force, and were overpowered. The duty of protecting the citizens of the state against so large a body of rioters rests upon the civil authorities, and not upon the railroad company. In the case of *Railroad Co. vs. Hinds*, 53 Pa. St. 512, it was held in case of a mob rushing with such violence, and in such numbers, upon the cars, as to overwhelm the conductor as well as the passengers; the company was not bound to furnish its train with a police force adequate to such emergency. Roep, on Railroads, page 1,105, holds that a railroad company is not liable to a passenger for injuries received by mob violence in the course of his transportation on its cars, if without the power or the servants of the company to prevent the same.

#### CXXXVIII.

*Train Service—Passengers—Refusal to Pay Fare—Lien on Baggage—Breaking Journey.*—Action for a personal trespass. Plaintiff was a passenger from P. to F., upon a combination ticket, and the conductor took up the coupon from P. to A., a distance of three hundred miles, and gave him a conductor's check. At G. plaintiff was left behind and his large leather valise was carried to A. Plaintiff followed on the next train from G. and the conductor, under the rules, refused to honor the check and demanded his fare to A., (\$1.75) which he refused to pay, claiming that he had been left behind by the misconduct of the other conductor in failing to give due notice of the departure of his train; to which the conductor replied that he would give him a receipt for the fare, which would be refunded to him if he was right, but still he refused to pay, and

suggested to the conductor that he might put him off the train, which the conductor refused to do, saying he would hold his valise for the fare. On the arrival at A. he attempted to recover his valise, but the conductor, assisted by a brakeman, prevented him from doing so. Damages were also claimed on the ground of alleged violence to his person in the struggle for the valise.

*Held*, That a ticket for transportation on a railway between certain termini, silent as to the time when, or within which it is to be used, does not authorize the holder to stop over at any point between such termini and resume his journey thereon on the next or following train.

*Held*, That a railway company has a lien upon the baggage of a passenger for his unpaid fare; and that he breaks his journey, and his baggage being carried on will not divest it of such lien.

Roberts v. Koehler, Rec'r. of O. C. Ry. Co. U. S. A.

C. C. Oregon, April 14, 1887.

NOTE:—This is an important decision which may serve as a wholesome guide to the acts of Conductors who are troubled with delinquent passengers. The transportation of the baggage and the risk incurred by the carrier is a part of the service for which the fare is charged. 19 Wend. 236. Correspondingly, a carrier of passengers has a lien on the baggage that a passenger carries with him for pleasure or convenience. Airgell on Carriers, Sec. 375. But this lien does not extend to the clothing or other personal furnishings or convenience of the passenger in his immediate use or actual possession. See, *Ramsden v. Ry. Co.*, 104 Mass. 121.

#### CXXXIX.

*Ticket,—Conductor Bound by Passenger's Statement. Assault and Battery.* This is a review of a judgement against appellant for an assault and battery by a conductor on a passenger on one of its trains.

The facts were as follows: Plaintiff purchased a ticket, examined it, and to further satisfy his mind asked the agent if it was good, and receiving an affirmative reply, he took passage and presented it to the conductor, who refused it for his fare. Whereupon plaintiff informed the conductor that he bought the ticket at M., of the company's agent, and was informed by him that it was good and that he paid the agent a certain sum for it, and he should not pay his fare again. The conductor then laid his hand upon plaintiff's shoulder, and rang the bell, and demanded fare or suffer ejection. The fare was paid under protest and he was allowed to remain.

*Held*, That when a passenger told the conductor on the train that he had paid his fare, and stated the amount he paid to the agent of the company, who gave him the ticket he presented and told him it was good, it was the duty of the conductor to accept the statement of the passenger until he found out it was not true, no matter what the ticket contained in words and figures, or other marks; and where, upon such passenger's refusing to pay fare, the conductor lays his hands upon him to remove him from the car, the conductor is guilty of an assault and battery, rendering the company liable.

Hufford v. Grand Rapids Ry. Co. Mich. S. C. Mar. 3, 1887.

[Certainly a peculiar decision.—ED.]

#### CXL.

*Carrier—Ejection of Passenger—Mulatto—Reversed.* In this case, a Mulatto woman, purchased a ticket on defendants railroad, for a short journey. She entered and passed through the first car, and attempted to enter the rear

car, which by a regulation of the company was set apart for white ladies and gentleman. She was stopped on the platform, and told to ride in the front car which she refused to do, and refused to give up her ticket unless allowed to ride in the rear car. She was ejected from the train. It appeared on the trial that persons of both sexes were allowed to ride on the front car without regard to color or race and the two cars were alike in every respect as to comfort, convenience, safety and equipment. There was conflicting evidence as to smoking going on at the time in the front car. A recovery was had and the company appealed.

*Held*, That as plaintiff's purpose was evidently to harrass the defendant, with a view to bring this action, and her persistence was not in good faith, with a view to obtain a comfortable seat for a short ride, the judgement will be reversed.

Chesapeake & Ohio Ry. Co. v. Wells. U. S. C. C., Tenn. April 19, 1887.

NOTE:—This rule has been sustained in the courts of many States, and particularly in Pennsylvania and Illinois.

*Railway Companies—Passengers—Transportation—Neglect of Conductor—Penalty.* This is an action brought by the plaintiff to recover of the defendant the penalty provided by statute, (see How, St. Sec. 3324.) in a case where the railway company refused to transport a passenger over its road without legal and just cause.

The plaintiff bought a ticket from A. to B. and return. She was safely carried to B., but when she presented herself at B. in the night-time and gave the customary signal to flag the train, i. e. the waving of a lantern across the track, the conductor neglected to stop the train, which train was accustomed to do so at B. when flagged.

The company defending claimed that the night was dark and stormy and the signal, if given, was not seen.

There was evidence tending to prove that the train men saw the signal, and that the conductor negligently failed to stop his train, but wilfully run by the station.

*Held*, That where a passenger goes to a flag-station on a railroad at night, intending to take a train that has been in the habit of stopping at such station when signaled so to do, and the train does not stop for him, although the usual signal is given, he may recover the statutory penalty of \$100 for the negligent failure of the company's servants to stop and furnish accomodation for his transportation.

Freeman v. Detroit. M. & M. Ry. Co. Mich. S. C. April 28, 1887.

#### NOTES.

A train dispatcher, having control of the movements of trains upon a railroad, is in the performance of his duties as such, a representative of the company, and for an accident occurring through his negligence to another employe subordinate to him, and subject to his orders, the company will be liable.

Mo. S. C., March 21, 1887.

One who, being unlawfully on a train, is injured by gross negligence of one of the company's servants, is entitled to damages, though he had paid no fare and was not in the usual passenger car.

Mich. S. C., March, 1887.

## *In Memoriam.*

**Fred M. Lathrop.**—The following preamble and resolutions on the death of Fred M. Lathrop, which occurred Friday evening, May 27, 1887, were unanimously adopted at a meeting of Southern Tier Division, No. 10, Order of Railway Conductors, held at their Hall, in the village of Waverly, N. Y., on Sunday, May 29, 1887 :

**WHEREAS**, It has pleased the Chief Conductor of the Universe, to remove from among us, our beloved Brother, Fred M. Lathrop, therefore

*Resolved*, That while submitting with human patience to the Will which has deprived us of his presence, in a way we do not question, we deeply feel the absence of one who has long been among us.

*Resolved*, That in his sudden departure we recognize the slight thread that binds us to earthly things, and that the dangers of our profession should make us more firmly united by those ties of friendship which bind us together.

*Resolved*, that to this family we extend our most sincere sympathy, and more especially in consideration of the sudden manner of his demise.

*Resolved*, That to his immediate associates with whom his duty brought him in closer communication, we turn in sympathy in the loss they have sustained.

*Resolved*, That a copy of these resolutions be sent to his family and that the same be spread upon the records of this Division, and that the Charter of our Division be draped in mourning for thirty days.

M. J. LULL,  
J. A. NICHOLSON,  
B. F. RANDOLPH,  
Committee.

**Card of Thanks**—To the many kind friends who rendered comforting aid and sympathy during my recent great affliction. I wish to return my heartfelt thanks, and especially so to Division No. 10, Order of Railway Conductors, and those who presented flowers.

MRS. H. C. LATHROP.

WAVERLY, N. Y., June 6, 1887.

Resolution passed at a regular meeting held June 5, 1887, Southern Tier Division, No. 10. That we tender a note of thanks to R. M. Badger, trainmaster of the Pa. & N. Y. Railroad, for making the necessary arrangements of our Division, No. 10, to attend the funeral of our late Brother, F. M. Lathrop. That it be spread on the minutes of our meeting, a copy sent to R. M. Badger, also a copy sent to the CONDUCTORS MONTHLY.

By order of

SOUTHERN TIER DIVISION, No. 10, O. R. C.

BURT HUTCHINS, Secretary.

Let the dead in their sacredness rest,  
In their green covered tents by the sea ;  
Let the wind that now sleeps on its breast,  
Chant their dirge in a sad minstrelsy,  
These are they who have left us behind,  
Shall we meet them in regions above ?  
Shall we take them again by the hand  
In the bright halls of infinite love ?

Let the dead in their sacredness rest,  
He is ours though he answer us not.  
We will carry him still in our hearts,  
Neither can he be ever forgot.  
When the earth and the sea give their trust  
To the angel who bids them arise,  
There shall we join those loved ones again,  
In their triumphal flight to the skies.

**Moore.**—Our Brother S. C. Moore was in his lifetime one of the oldest passenger conductors on the Chicago & Alton Railway, and was a worthy member of Kaw Valley Division, No. 55. He was killed by being run over by a switch engine at Roodhouse, Ills., when about to take his train.

Saturday, the 23d day of April, 1887, will long be remembered by the citizens of Roodhouse as one of the saddest in the city's history as witnessing the observance of the last rites over the lifeless remains of our late beloved fellow citizen, S. C. Moore. No death that has occurred in this city for years seemed to touch the universal heart so deeply and create so profound a feeling of sorrow, as did the sudden and shocking taking off of Mr. Moore.

A brief ceremony at the house consisted of prayer and a few remarks by Rev. J. A. Scarritt, of Jerseyville, in the presence only of the family and immediate relatives. The pall-

bearers then entered and brought forth the casket. The pall-bearers were twelve in number, four from each of the following organizations: They were as follows: From the G. A. R., R. A. Roberts, Mark Heaton, C. J. Riddle, and S. A. Rice. The remaining eight were both Masons and members of the O. R. C., and acted both from the house to the church and from the church to the cemetery. Their names are as follows: C. M. Morse, G. H. Gilbert, Hal Gibbs, M. Drake, J. A. Kell, Geo. Leiter, C. M. Stone, and A. C. Reynerson. The funeral train then proceeded to the Methodist Church, where the public services were held.

The services were opened with the singing of "Jesus Lover of My Soul," by a selected choir consisting of Mrs. C. W. Jacobs, Mrs. Wilson Jones, Mrs. C. C. VanDoren, Mrs. B. B. Lang, and Messrs. R. A. Roberts, John McCollister, C. C. VanDoren, and S. R. Coke. Rev. W. F. Short then read a short Scripture lesson from the 12th chapter of Luke, and offered a fervent and soulful prayer, after which the choir sang the anthem, "Savior, Breathe an Evening Blessing."

Rev. Jacobs arose and announced as his text, Revelations 21: 12: "I saw the dead, both great and small stand before God." A verbatim report of the services would be too extended for these columns.—[Ed.]

The following was the order of the procession:

Order of Railway Conductors.  
Grand Army of the Republic.  
Masons.  
Hearse and Pall-bearers.  
Mourners' Carriages.

After this came a long train of vehicles, and large numbers went to the cemetery on foot, the number in attendance being near a thousand people.

#### AT THE CEMETERY.

Arriving at the cemetery the casket was placed near the brink of the open grave and the members of the Masonic order formed around the grave, and their impressive burial service was begun with prayer by the venerable Chaplain of the Whitehall Lodge, J. E. Higbee. Worthy Master N. W. Chapman then recited the burial service which was most solemn and appropriate. The lamb-skin or white apron of the dead Brother, the symbol of innocence and purity, was deposited in the grave after the casket had been lowered, and also the evergreen sprig, the symbol of immortality. The Brothers then filed slowly past the grave each casting in the evergreen he wore. The public grand honors were then performed by thrice clasping the arms across the breast, uplifting them to heaven, and then extending them to earth with bowed heads, the significance of this ceremony being, "We cherish his memory, we commend his soul to God; we consign his body to the earth." The rest of the service was recited by the Master and the numerous floral tributes were placed upon the casket, nearly covering it from view. The casket, which was furnished by E. S. Bundy, of this city, was a heavy metallic lined, covered with black broadcloth, with gold handles and trimmings. Near the head was a silver plate engraved with Masonic emblems and bearing the inscription:

S. C. MOORE.  
BORN JUNE 14, 1838.  
DIED APRIL 20, 1877.

Below this was a shield-shaped silver plate bearing the letters, "G. A. R.," and below this was an oblong gold plate bearing the words, "At Rest."

The railroad fraternity was largely represented. Division No. 35, O. R. C., of Kansas City, of which Mr. Moore was a member, was represented by Chief Conductor Norman Watkins, W. H. Gilbert, Dave Collard, M. Sheehan, and M. Drake. No. 87, of Bloomington, sent Conductors Donahue, Eagan, Beck, and Fuller.

**Parker**—At a regular meeting of Friendship Division, No. 81, May 8, the following resolutions were adopted.

**WHEREAS**, It has pleased God in His Divine providence to remove from our midst by death the wife of our esteemed Brother, C. C. Parker, therefore be it

**Resolved**, That we most sincerely sympathize with our Brother who has been bereft of a loving wife, and we, as Brothers of this Division, extend to him our heartfelt sympathy in this his hour of trial.

**Resolved**, That a copy of these resolutions be sent to our MONTHLY for publication, and also appear on the minutes of this meeting.

O. H. CUEL,  
F. HAMILTON,  
Committee.

*Beardstown, May 8, 1887.*

**Kinney.**—At a special meeting of Mason City Division, No. 22, Order of Railway Conductors, held at Sanborn, Iowa, May 1, 1887, the following resolutions were adopted:

**WHEREAS**, It has been the will of an ever-merciful and all wise God to remove from our midst the beloved wife of our worthy Brother, P. H. Kinney, therefore be it

**Resolved**, That the sympathy of this Division be extended to our worthy Brother in this his sad afflictions. Be it further

**Resolved**, That a copy of these resolutions be presented Brother Kinney as a token of our sympathy. Be it further

**Resolved**, That a copy of these resolutions be forwarded to the CONDUCTOR'S MONTHLY with a request that they be published therein.

C. E. COLEMAN,  
L. P. HERRICKS,  
H. L. GEORGE,  
Committee.

*Sanborn, Iowa, May 1, 1887.*

**McKnight.**—**WHEREAS**, Again has the Grand Chief Conductor of the Universe broken our happy circle by removing from our midst at Livingston, Montana, on May 12, 1887, our worthy Brother, E. McKnight, therefore be it

**Resolved**, That in his death we lose one of our charter members, and who was on the committee which drew up our first by-laws which were adopted by this Division, he was at all times keenly active to the best interests of our Order.

**Resolved**, That we deeply sympathize with the afflicted family of our late Brother, and deeply deplore his loss.

**Resolved**, That a copy of these resolutions be sent to the family of our deceased Brother and also to be printed in our MONTHLY.

T. C. CLIFFORD,  
L. H. SEARLES,  
L. A. HARGETT,  
Committee.

*Milwaukee, Wis., May 15, 1887.*

**Westbury.**—At a regular meeting of Milwaukee Division, No. 46, Order of Railway Conductors, the following resolutions were adopted:

**WHEREAS**, It has pleased our Most High Grand Chief Conductor to remove from his home circle William H. Westbury, brother of our esteemed Brothers E. N. Westbury, of Division No. 46, and George Westbury, of Division No. 99, and brother-in-law to one of our esteemed Grand Officers, Brother W. J. Durbin, and

**WHEREAS**, Although not a Brother fraternally, all that knew him felt that there was a brotherly feeling existing between them.

**Resolved**, That the heartfelt sympathy of this Division be extended to our Brothers in their sad bereavement.

**Resolved**, That we sincerely condole with the family of the deceased in their hour of sorrow

**Resolved**, That these resolutions be published in the CONDUCTOR'S MONTHLY, and a copy of the above sent to our afflicted Brothers, and his family.

By order of

MILWAUKEE DIVISION, No. 46,  
ORDER OF RAILWAY CONDUCTORS.

*Milwaukee, Wis., May 1, 1887.*

**Durbin.**—At a regular meeting of Division 46, Order of Railway Conductors, the following resolutions were adopted:

**WHEREAS**, Once more we are reminded that from dust we came, and sooner or later to dust we must return, and it has pleased God in his infinite wisdom to cause our hearts to bleed with sympathy on account of the removal from our midst Jennie, the beloved sister of our esteemed Brothers, W. J. and H. F. Durbin, and

**WHEREAS**, For many years she has been a constant and faithful member of the M. E. Church and Sunday School, always keenly active to its best interest, therefore

**Resolved**, 1st—That her loss we greatly deplore, and feel that in her death society loses a trusted friend, and a safe adviser.

**Resolved**, 2d—That we deeply sympathize with her afflicted brothers in this their bereavement, and sincerely trust that their loss is her infinite gain

**Resolved**, 3rd—That we remember with pleasure her unwavering devotion to the principles of our Order, and the gift to this Division at the time the wives and sisters of its members presented for this Division's use a Bible and the beautiful book-marker with the motto, "Perpetual Friendship," so neatly designed and executed,

**Resolved**, 4th—May the greatest care be taken of this gift, that it may be kept in the Division room long after every member who is present to-day has joined company with the

angels and our esteemed Brother's sister in the home beyond, where joy and happiness are always perpetual.

**Resolved**, 5th.—That a copy of these resolutions be sent to the editor of the CONDUCTOR'S MONTHLY for publication, and a copy sent to our worthy Brothers, W. J. and H. F. Durbin

By order of

DIVISION No. 46,

ORDER OF RAILWAY CONDUCTORS

*Milwaukee, Wis., May 1, 1887.*

**Westbury**.—At a regular meeting of Milbank Division, No. 99, the following resolutions were unanimously adopted:

**Resolved**, That the members of Division 99 have learned with feeling of deep sorrow and regret of the sad loss that has befallen the family of Brother George Westbury in the recent death of his mother, brother, and sister.

**Resolved**, That while our sympathy can not mitigate the sorrow which time alone can heal, we wish, nevertheless, to extend our heartfelt sympathy in this their great affliction and bereavement, and the Secretary is instructed to have the same published in the CONDUCTOR'S MONTHLY, and forward a copy to Brother Westbury.

FRED CAMP,  
H. Q. MARKUS,  
E. H. FARGO,

Committee.

*Milbank, Dak., May 23, 1887.*

**DeBlois**.—WHEREAS, It has pleased the Supreme Architect of the Universe to remove from our midst our late Brother James A. DeBlois, and

WHEREAS, The intimate relation recently held by our deceased Brother with the members of this Order, render it proper that we should place on record our appreciation of his service as a member and his merits as a man, Therefore be it

**Resolved**, By the Board of Railway Conductors, Holyoke Division, No. 188, while we bow with humble submission to the will of the Most High, we do not the less mourn for our Brother who has been called from his labors to rest.

**Resolved**, That in the death of Brother James A. DeBlois, the Order loses a Brother who was ever ready to advance the interests of the Order, devoted to its welfare and prosperity, and an honest and upright man. Whose virtues endeared him not only to the Brethren of the Order but to all his fellow men

**Resolved**, That this Order tender its heartfelt sympathy to the family and relations of our deceased Brother in this their sad affliction.

**Resolved**, That these resolutions be entered upon the minutes of the Order, and that a copy be sent to the family of the deceased.

W. F. RAY,  
W. E. TORRE,  
CHAS. SHORT,

Committee.

*Springfield, Mass., June 1, 1887.*

**Bishop—Austin**.—At a regular meeting of Battle Creek Division No. 6, May 22, the following resolutions were passed:

WHEREAS, The sorrowful news has been communicated to this Order that death has entered and broken the family circle of two of our members, A. F. Bishop and Norman D. Austin, the former being called upon to mourn the loss of his little daughter May Belle, and the latter an infant son, Mr. Austin being at the time of his affliction absent from home and among strangers on business connected with and as a representative of this Order,

**Resolved**, That while we bow in submission to the divine decree of Him whom it has pleased to summon the little ones to their last home, we desire to express our sympathy with our brother members and their families in their hour of trial.

**Resolved**, That we hereby extend to Norman D. Austin and A. F. Bishop and their families our sincere and heart-felt sympathy in their bereavement.

**Resolved**, That a copy of the foregoing preamble and resolutions be forwarded to the CONDUCTOR'S MONTHLY for publication, and that a copy be furnished to each of said members, Norman D. Austin and A. F. Bishop.

V. G. GORDON,  
F. L. GODFREY,  
J. S. DOYLE.

**Ronan**.—Another terrible accident has sent a thrill of horror through every heart. On April 17, Engine No. 36 ran over Conductor Lawrence Ronan and killed him instantly at Ewanga Station on the C. N. O. & T. P. R. R. Conductor Larry Ronan was a member of Cincinnati Div. No. 107. The funeral services of Brother Ronan were held at the Christian

church at Ludlow. A large number of friends, neighbors and relatives of the deceased congregated at the church to pay the last respects to the well-remembered conductor. Upon the casket was a profusion of floral tributes. Conspicuous among them was a large and handsome lamp composed of roses, plinks and pansies, a tribute from the conductors of Cincinnati Division 107. Brother Roman was buried in Spring Grove by the Masons and Cincinnati Division 107, Order Railway Conductors, of which he was a member.

The golden bowl is broken. Larry is dead. There never was a purer spirit released from its mortal tenement—never a nobler, more unselfish heart stilled forever than when he breathed his last. So beautiful, but so unobtrusive in its beauty was his character, it was not made known perhaps to all who knew him. Over his bereaved family hangs the darkest pall and in their hearts the deepest grief. But there are many beyond the home circle to whom he was scarcely less dear, to whose lives and hearts he had brought many happy hours. O, what a gap in the world is made by the death of those we love! It seems to the loving friends as if with this death half the world were dead, every sunshine blotted, every flower withered. Heaven has taught us that the brightest picture has its clouds, that this life is a medley of lights and shadows. A bright spirit has flown to the realms where it was fittest to dwell. A home has been made desolate, but the sleeper is "safe in the arms of Jesus."

At a regular meeting held by Cincinnati Division No. 107, O. R. C., the following resolutions were unanimously adopted:

**WHEREAS**, It has pleased God to remove from our midst our beloved Brother Lawrence Roman, it is

*Resolved*, That while submitting with human patience to the Will which has deprived us of his presence, in a way we cannot question, we deeply feel the absence of one who has been so long among us, and by his many noble qualities had become dear to us.

*Resolved*, That in his sudden departure, we recognize the slight thread that binds us to earthly things, and that the dangers of our calling should make us more friendly united by those ties of friendship which bind us together.

*Resolved*, That our hopes extend beyond this life for his happiness, in a firm belief that there exists a better state in the long eternity toward which we are progressing.

*Resolved*, That to his family our sincere sympathy extends, more especially in consideration of the sudden manner of his removal.

*Resolved*, That to his immediate associates, with whom his daily duties brought him in closer connection, we turn in sympathy in the loss they have sustained.

*Resolved*, That a copy of the above be sent to his family; that the same be spread upon the records of this Division, also a copy be inserted in the RAILWAY CONDUCTOR'S MONTHLY.

F. E. MATLACK,

C. G. COLE,

J. A. CONLY,

Committee.

Cincinnati, April 24, 1887.

**Daniels.**—Nelson E. Daniels was fatally injured at Hammond, Ind., on Monday May 30 at 8:30 a. m., while attempting to jump on a moving freight train. His leg was so badly crushed that amputation was necessary, and not having strength enough to overcome the shock died at 1 o'clock the same day. He was a brother of our Grand Secretary, Brother W. P. Daniels.

**Tyer.**—At the last regular meeting of Indianapolis Division No. 103, O. R. C., held April 3, 1887, the following resolutions were adopted:

**WHEREAS**, In His wisdom it has pleased the Almighty Father to remove from the midst of her family and friends Mrs. Geo. W. Tyer, and

**WHEREAS**, In her death our esteemed brother has been bereft of a loving wife, a Christian counselor and a faithful companion of forty five years, her children a revered mother, her church a pillar and her friends an ever ready helper. Therefore, be it

*Resolved*, That in his affliction the heartfelt sympathy of this Division be extended to our brother and his family. Be it also

*Resolved*, That as a token of respect for our afflicted brother, these resolutions be entered upon the record, and a copy of the same be presented to the bereaved brother and his family, and also published in the RAILWAY CONDUCTOR'S MONTHLY.

Committee, { H. KNOWLES,  
A. J. MORROW,  
I. D. BALDWIN.



# THE RAILWAY CONDUCTORS'

➤MONTHLY.➤

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Volume IV.

CEDAR RAPIDS, IA., AUGUST 1, 1887.

No. 8.

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**EDMUND "BURDETTE" COMAN.**

*EDMUND "BURDETTE" COMAN.*

The subject of this sketch was born in Ireland, January 3, 1841, and came to America in 1842 with his parents who settled in New York city where he has a sister and two brothers still living. His father and mother died when young Coman was about thirteen years old.

When about fourteen years of age he, with a young chum, ran away from home and drifted into Milwaukee, Wis. He soon secured a position as train news boy on the C., M. & St. P. He worked in this position until July 7, 1860, when he was badly injured in a collision, having his right leg broken in three places. He was taken from the wreck on a car door, carried to a stranger's house, and cared for until he recovered. In March, 1861, he entered the machine shop of the C., M. & S. P. Company as apprentice, and served six years, and after spending two years in New York removed to Kansas City, and entered the service of the K. C., Ft. S. & G. Railway as brakeman. Promotions to freight and later to passenger trains soon followed. He remained with the "Scott" until 1881, when he resigned to accept a passenger train on the Southern Kansas Railway under his old superintendent, Mr. J. L. Barnes, who had been his superintendent for sixteen years. In February, 1886, he was promoted as traveling passenger agent for that line.

Brother Coman became a member of Kaw Valley Division, No. 55, September 11, 1881, and has served three terms as its Chief, was elected delegate to the Seventeenth Annual Meeting of the Grand Division of the Order at Boston, Mass., again at the Eighteenth Session held in Louisville, Ky., where he was elected A. G. C. C. on first ballot, receiving 109 votes out of 181 cast for all candidates, again at the Nineteenth Annual Session held in New Orleans, La. He was again elected A. G. C. C. on first ballot, receiving 143 votes out of 208 cast for all competitors. The above only hints at his popularity. Bro. Coman is possessed of a never-ending flow of wit, and at the Nineteenth Annual Meeting was christened "Burdette," by Grand Secretary Daniels, and right well does the name fit him.

Brother Coman was married in September, 1867, to Miss Marion W. Sexton, a most estimable lady and one well calculated to carry out his life work, and they may well feel proud of "The Troop," as Brother Ed. calls them. One son and four daughters, and any of their thousands of friends that have visited them will vouch for the fact that Brother Ed. is a muddle family man. Brother Coman is a *man*. We have known him for the past six years, we have had opportunity to

avail ourselves of his wise council and brotherly advice. His sole object seems to be in life to do all the good he can, make everyone happy, and thus be happy himself. He is the light and life of every gathering he attends, and thousands of members of the Order are better off for having met him. He is truly an Assistant Grand Chief Conductor. He is ever at work for the Order, and is daily setting an example worthy of emulation by all our membership. As a speaker he is fluent and ever witty, hardly ever failing to keep his audience in a roar from first to last. He has the peculiar faculty of always interesting his hearers. Ever ready to lend a helping hand, and stands to-day pre-eminent among his Brothers as a worthy member of the Order.

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### *THE PHILOSOPHY OF CHEERFULNESS.*

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The world has not yet got beyond the old philosophies, so far as philosophy goes. Science, of course, is another thing, but if man has got ahead in the knowledge of matter, he has not made much progress in the knowledge of mind, and philosophy and abstract speculations remain pretty much where they were centuries ago. And among the various dualities into which mankind can be divided, Democritus, who laughed, and Heraclitus, who wept, may be taken as the types of one very large system of classification. There are still those who make the best of everything, even when things are bad, who see the silver lining to the cloud, and hold on to the hope of the lane turning at last, and there are those who make the worst of what is good, who growl about the sun having spots, and the morning light its vapors, and persist in their belief that night has never a day to follow, ever more, that noon is very much like night upon the whole, and they don't see much difference between dark and dawn, whatever others may see. There are still those who hold that love and fame are but vanity when all is told, and those who can see a gracious little use in vanity itself, those who give, in the worship of sorrow, and those who live always in nuptial vapors, valley-born, and those who live on mountain-tops, breasting the broad breeze rejoicing. Cheerfulness is not entirely as it pleases. Some sour-blooded folks to say a mere matter of good digestion, or the result of a well set electric current—a thing therefore as little, one's own control as an attack of neuralgia or a fit of the gout, and deserving no more commendation than those deserve censure. It is made more a matter of mental power, "though also, let it be granted honestly," somewhat traceable to physical condition—that is, it is a frame of mind

that can be induce by a determined will—and above all it is the product of an unselfish nature. That peevish despair which some people call tenderness of mind is, nine times out of ten, simple selfishness and lowliness of spirits in euphemistic of mental indolence, that kind of indolence which will not take the time to be cheeful, which lets itself drift into forebodings and the enduring fear of disaster, because foreboding and fear being passive states are less difficult to compass than the active energy of hope and cheerfulness. Let no one pride himself on his faculty of gloom, he might as well pride himself on the possession of a squint or a hump. Nor is cheerfulness a want of sympathy with others in their troubles. On the contrary no one knows so well as a cheerful person what are the difficulties to be overcome and the amount of temptation to despair to be resisted. It is so much easier to keep down on the low levels and make one's final abode in the slough of despond than to struggle upward for the high lands, or to strike out for the dry places, that cheerfulness is literally a step in advance, giving a wider horizon and an additional experience, a step made only by effort and at great cost. And I presume there is no possible question as to which knows most, the person who has gone forward, or the one who has lagged behind, the person who has learned an extra lesson, or the one who has doubled down the leaf to finis, and shut the book between its clasps. Moping and gloom are want of sympathy of the will and despairing views are by no means the best coin wherewith to redeem your own or another's disaster. What is the good to be had from a person who comes to your house when you are in trouble and makes your burdens heavier by his own forebodings? Say your child is ill, and you are in cruel anxiety. Does it help you to tell you that your neighbor's child was not half so bad as yours, yet it died? A trite proverb granted, but sometimes forgotten in the presence of a great dread. Which would you rather have, vinegar and red pepper rubbed into your bleeding wounds, or wine and oil poured over them? Neither the vinegar nor the oil will heal, but between irritating and soothing what must be borne either way, surely the soothing is the best. Again, if you are in that situation where you want all your energies to fight yourself as clear as may be the ruin that must fall with greater or less force on all concerned, is it to the strengthening of you to be told that nothing is of any good? that you might just as well let all go by the board quietly as make a stand against the wreck? that you can save nothing by the fire, and will only burn your fingers by thrusting them into the flames. Who is the man likely to do you good service? A narrow-chested Heraclitus, who prophesies of evil things, and assures

your defect by unbuckling your armor, or a robust, brave-hearted Democritus, who says fight to the last, and remember that never a battle is lost till it is won. Who points out to you this undefended corner in the enemy's ramparts, and that weak point in his lines, and who gives you the stimulus of hope and manly energy to go on with? For my own part I think giving up because you are afraid you can do no good by fighting one of the most craven things in the whole world, and never to know when one is beaten, has made the Anglo-Saxon race what it is. I grant you peevishness with some people is so ingrained and of every fiber of their being that they do not want to be heartened up, and indeed will not bear it, calling you cruel, coarse, unfeeling, if they speak to you cheerfully of their concerns, or hopefully of their troubles, their animosity being in exact ratio with their peevishness. They are those who will be drowned and nobody shall help them, who like to stick knives into their own flesh, and rub red pepper into the gaping wounds afterwards. But I am not speaking of those who may well be left in the living tomb of their own building, but of the general run of folks who are influenced by their society, and either heartened or depressed according to the will of their companions, of those souls of war which take the shape of any mold in which they may be run by chance or circumstances, and who are therefore pressed into the abject form of fear, or who come out with the noble bearing of courage according to the temper of the last mind which has manipulated them. Those who are strong can afford to despise extraneous influences, but we are not all strong, and one is bound to consider one's weaker brethren. The greatest difficulty that besets the path of the cheerful is in the class companionship of the gloomy. Any one who can undergo this ordeal and come out still cheerful is a hero, or, still more, a heroine. "Still more," because of the greater impossibility of women. Ah! there are many such small unseen dramas of heroism enacted this moment in quiet families and subordinate positions, which does not make it less a matter of heroism, demanding our admiration and best sympathies. When we find a heart strong enough, not only to bear its own burdens with dignity, but also to endure cheerfully that far heavier burdens of a coward's gloom. This is not so difficult a task for a period perhaps, but it is almost impossible for a life time. I do not say quite but almost, for some people have a large and beautiful power of sustainment, and can nourish, not only by the power of self-support, but in the very teeth of enforced starvation. But what a life it is if you are of a brave and cheerful nature, to be closely associated with depressed, and sour, and gloomy folks. You come down in the morning serene, happy, gay.

The air is sweet, the birds are singing in the flowery bushes, the sun glints pleasantly on the shining laural leaves, the flowers send out their fresh, sweet morning perfumes, and you take joy in your existence, and are glad to be one of the great multitude of the living, but your gloom-haunted companions can see no gladness in all this. Like the princess in the fairy tale, or the time-honored Sabarite of tradition, a bean is under the seven feather-beds. As rose-leaf is crumbled on the flowery couch, there is no rest or joy when such misfortunes exist, and the glory of Ichabod has departed. You say something bright and pleasant, it may be something very futile, perhaps a little silly, but it is at least a fresh and honest little bubble out of the well spring of happiness in your own cheerful heart. You are met by a growl, by a sarcasm, or by a chilling silence, with an air of life, being far too grave a matter for such levity as yours to be admitted. Then you fall back upon yourself again and it all depends on the depth of the well-spring within whether you are substantially saddened or only temporarily depressed for want of leave within to expand. Whether you lose of the sum of your moral vitality, or merely suffer by the barrenness of another, you must be exceptionally and happy hearted if you can bear with this kind of thing for any length of time uninjured, and no one in his right mind would bear it at all if he could escape from it. Only those who have tried it know the extent of the anguish that results from our perpetual companionship with a gloomy person, and how far worse than all the inevitable ills of life is that self-made evil of moroseness, which will neither be cheerful for its own part nor suffer the cheerfulness of others. A man of this temper once brought it as a serious accusation against the moral nature of his wife, who was a bright and enjoying woman, that she "looked for happiness from life." To look for happiness was to his mind evidence of shallowness of levity of sensuality, a hankering after the grosser flesh-pots, not to be tolerated by those who fed on more ethereal mana. He did not think any one had the right to look for happiness in this vale of the shadow. Dwelling among the tombs as he did by preference, and carrying the pall with which draped all life, he imputed on others the gloomy worship of sorrow. Your gloomy people are always accusing their cheerful friends of levity. Unjustly enough, for hope and courage are surely not incompatible with any amount of deep feeling and serious thought, as neither are these necessarily connected with gloom. It is simply a question of inclination of the balance and whether the scale is more heavily weighted for good or ill. The mystery of all the sin and misery lying in life remains the same mystery still, whether we accept it in cheerful faith as to its ultimate and hidden

good, or whether we mourn over its hopeless and irremediable sadness. The cloud is there, so is the sun above it. Which then shall it be, the shadow only, or the remembrance of the hidden sun? The gloomy say the first, the cheerful hold to the last, and of the two the cheerful are the wiser, the truer and the most substantially religious. The worship of sorrow is not religious, it is superstition. Almost all the great poets, that is the greater, have been of a cheerful nature. While singularly enough almost all half-great men, second-Clay poets, have been moody and mopy. No one will venture to say that the healthy cheerfulness which shines out like the sunlight from Homer, from Shakespeare, from Virgil, and even from Milton, though in the last tampered with so much of statelings and dignity as to appear almost sad, is due to shallowness of conception or to frivolity of feeling. To be sure Dante, as great a man as any, was weighed down with gloom and sadness, living as a charnel-house seeing corruption and decay everywhere. But no other man as great as he so sad, though the crowd of minor poets and poetasters in all ages have been lachrymose and uncomfortable fellows enough, and have taken broken hearted views of everything within the range of their vision at all. Granting that this sorrowful appreciation of the difficulties of life is a point beyond the careless levity of the shallow-pated, or the fool's paradise of the lotus eater. Still there is a point beyond that again. When depth and cheerfulness can unite, and where the highest philosophy would express itself in the surest faith. If only in the way of help over bad passes, cheerfulness is such an invaluable stirrup companion through life. Nothing puts one over those bad passes so well. When they are come at and inevitable, as the cheerful belief that they are temporary and conquerable.

To shut our eyes and go doggedly at one's fences, is certainly one way of clearing them, but a better way is to be able to look quietly at one's dangers and calculate calmly one's difficulties as they stand full in view; to brace one's self to bear bravely and endure cheerfully, or to break through the quickest hedge at any cost of rent flesh, if bearing and enduring do not answer or are incompatible with dignity. But cowardly people neither break boldly nor bear cheerfully. They sit down under their troubles and mope or growl, according to their temperament. Of the magnanimity of cheerfulness they know nothing. In fact, continued gloominess so enervates the nature that men and women given to this vice become at last incapable of energetic action, and could as soon square the circle as make themselves happy with what they have. They are always wrong in their circumstances somehow, and always suffering because of external things, not because of internal

feelings. If only such and such things were different, if only some one would come, if this wall were thrown down or that fence built up, they would be quite happy. Foolish people! They never think that state is being, and that happiness or unhappiness comes from within rather than from without, and that those who wish to be happy may be happy outside of absolute ruin and desolation of circumstance. Still, those who wish to be miserable, have only so to will, in order to be gratified, the world being too busy to give its time to smoothing down the hairy backs of blue devils. Besides, what use is there in gloom? In this phantasmagonic life of ours, "when nothing is but all things seem," when we are what we believe ourselves to be and have in proportion to our faith, what good or use is there in fancying everything worse than it is, and filling our moral paint-pot with lampblack, instead of rose-color and azurine? No doctrine is more important to impress on people than this of cheerfulness being able to make its own joy; the finding of life being in accordance with the spirit of the seeker far more than with any possible run of circumstances. Even sorrow can be better borne if there is a cheerful nature for the melancholy portege—melancholy at the best! While a peevish temper drives happiness itself into gloom, and spoils the harmony of the sweetest music. The only case in which the collapse of cheerfulness is excusable, is when a bright, enjoying and energetic nature is chained up in the same yoke with a gloomy, sour and narrow soul; when the lithier and braver is under the harrow drawn by the meager and the melancholy; when a free, full, frank nature, is stunted, chipped, pressed, book-imprisoned, and desired the happiness which is the God-given right of all men, by the tyranny and peevishness of a comrade. Then if the chain cannot be broken, no one can wonder if the wounded spirit sinks exhausted from its many blows, and if what was once bright and sunny cheerfulness puts on the grave aspect of strong-hearted endurance only. W. S. S.

#### *SOFTLY WHISPER.*

Softly whisper that you love me—  
 I would give the world to know  
 That I were to you a treasure,  
 Dearer than all else below;  
 When I come you run to meet me,  
 And your face lights up with glee;  
 Your dark eyes look up so loving,  
 And seem to say that you love me.

Softly whisper that you love me,  
 Let your hand in mine abide,  
 Nestle closely to my bosom,  
 You'll be happy by my side;  
 I will make thy life a pleasure.  
 Or I'll share its pains with thee,  
 If you'll only speak, my darling,  
 If you'll whisper you love me.

—*Express Gazette.*



*THE CONDUCTOR'S BALL.*

BY MRS. A. B. ARMSTRONG.

(One of the Conductors wives.)

In Minneapolis on Christmas day, a merry family had finished a good dinner, and the girls—Jennie, Ida, and Lue were in the sitting-room discussing the merits of various "crazy stitches, rick rack" etc., and the gentlemen were in the next room enjoying their cigars. The girls could hear them laughing and joking, as they told one good story after another.

Outside the snow was steadily falling; inside the fire roared and snapped, brightning and bringing out the rich tints in the furniture and draperies. As Ida sat watching the scarlet flames longer than Jennie thought necessary, she said:

"Come Ida, a penny for your thoughts." She roused from her reverie, and replied laughingly:—

"I was not thinking of anything in particular. But do you know whether the O. R. C's., are going to give a ball this year or not?" she added abruptly.

"I do not know," she replied. "Do you Lu?"

"I have not heard anything about it but think they will have one. I believe they had a great time last year." She replied dreamily. Just then the gentlemen came into the room, and Ida asked:

"Are you going to give a ball this year Frank?"

"I think so," he replied. "We have been discussing it for the last half hour;" after a few moments conversation Mr. Charles said:

"Come little wife, don't you think it time we were going home?" tapping Jennie playfully on the arm. Mr. and Mrs. Charles had been spending the day with their friends, Mr. and Mrs. Brockman. Ida was Mrs. Brockman's sister, and a dear little one she was, bright and sparkling, as the day was long.

The friends had been schoolmates, although Ida was five years younger than the other two. When Mr. and Mrs. Charles had taken their departure, Mr. Brockman, his wife and sister sat long discussing the probabilities of the coming ball.

"We have not been to a ball for over a year. Have we Lue?" he asked pleasantly. Her face clouded as she replied.

"No, and its notlikely we shall for another year."

"Why not?" he asked quickly.

"Well we have nothing fit to wear," she said discontentedly "and besides we cannot afford it."

"Nonsense," he replied. "If we give a ball, we shall go of course, now that I have joined the order, I want to help all I can."

"Well I can't go unless I have a new dress." Mrs. Brockman said decidedly.

"What kind of a dress do you want, and how much will it cost?" he asked.

"Twenty-five, or thirty dollars, at least," she replied carelessly. She knew perfectly well that he could not afford it, but she was quite indifferent, but get one he must, if she attended that ball. He did not answer at once, but took out his note-book and pencil, and commenced figuring. After a time he said:

"No little wife, I can't do it. If you can get a dress for fifteen dollars, I can let you have that much, but no more. You know dear, our expenses have been unusually large this winter, and my being laid up with rheumatism, has put me back considerably. I am very sorry, but it can't be helped as I can see."

"If you did not have that everlasting insurance to pay, you could give me six dollars more—I think it is a shame, Frank that it costs so much any way," she said angrily.

"I consider it the cheapest insurance I know," he said and turned away deeply hurt that his wife could be so selfish.

"O, Lue! why do you worry Frank so much? you know he can't afford it, why do you ask him?" Ida said reproachfully.

"Because, if he wants me to go to the ball, I will not go looking like a fright."

"You need not look like a fright," Ida returned gently. "You have your garnet silk, and it is almost new."

"As if I would wear it to the West," she flashed out.

"There is your brown, and black." Mrs. Brockman held up her hands in horror.

"How about your wedding dress, what do you want finer than that?" Ida went on in the same gentle voice.

"Ida Gray! you are a—a very foolish girl. Do you think I would wear my wedding-dress to a ball at the West? Why it is three years old and all out of style too."

"Make it over," was all the reply she received, as Ida rose and left the room. Two weeks later, Frank Brockman told his wife they had decided to give a ball on the seventeenth of February. "And we must go, little wife," he added playfully.

That afternoon Mrs. Brockman went up to see her friend, Mrs. Charles. She took a Fourth Ave. street-car and while sitting quietly,

heard a conversation that made her "blood boil" to use her own expression. Two young ladies were sitting near, and one was saying as she seated herself beside them.

"Well, I can't say whether I shall go or not, however I presume it will be a grand affair."

"O, certainly," the other replied. "Those conductors and their wives put on an amount of style, I can assure you."

"They receive a large salary, and can afford to dress well, I suppose. There is that Mrs. Brockman and Mrs. Randolph. I have heard they dressed in their silks every day."

"O, well, continued the first speaker, "if their salary can't pay for it all the company has to, you know." And she laughed a little significant laugh that made Mrs. Brockman feel like shaking her. With tingling cheek and angry heart, she gave the bell rope a hasty jerk and left the car, preferring to walk rather than sit and listen to their senseless chatter.

"Just as if all conductors were thieves," relating it to Mrs. Charles. "I tell you I am so angry. I had a notion to tell them that I was Mrs. Brockman and thank them very kindly for insinuating my husband to be a thief."

"Why didn't you?" laughed Mrs. Charles.

"Hateful things!" continued Mrs. Brockman. "I wonder if their fathers or husbands, whichever they have, steal to buy their clothes. They both wore seal-skin saques while mine is only plush," She said angrily.

"I would not think or care anything about it," returned Mrs. Charles quietly.

"What are you going to wear to the ball, Jennie?" Mrs. Brockman asked after a pause.

"My black silk."

"Your black silk," she repeated in astonishment. "Are you mad, Jennie?"

"I hope not. I never thought I was," she said, smiling at her friend's look of horror.

"Why, you wore it last year, and your husband a passenger conductor, too."

"And if he is, what then?" asked Mrs. Charles.

"Well, I know one thing; if Frank was running a passenger train, I should dress differently, that is all," Mrs. Brockman replied quickly.

"Then you would never succeed in life. Come Lue, do be sensible. You know we are trying to pay for our home, and with interest, taxes and our little ones to clothe and feed, it takes all Fred can earn, and if it did not, I dress as I care to; my dress is good enough for me, and I shall enjoy myself quite as well as the best dressed lady in the room, I have no doubt," she said firmly.

"You are always the queerest mortal that ever lived, excepting Ida; she talks just as you do. She has not a bit of style. She is going to wear her white mull, and I know that she has worn it at least a half dozen times."

"I feel highly complimented I can assure you, Lue, if I am as sensible as Ida; I am content," Jennie replied laughingly.

"Frank has given me fifteen dollars; the idea—what can a body do with that?" and her lips curled scornfully, as she continued to air her grievances. "Now if it was not for that miserable insurance, I could have six dollars more, but that has to be paid, and really, Jennie, I think it the most expensive company of the kind there is in existence."

"No, Lue, you are wrong, it is quite the reverse," Mrs. Charles hastened to say. "Just think a moment, Lue; it not only pays two thousand five hundred dollars in case of death, but if a member is disabled in any way, he receives the same amount. Don't for pity's sake discourage him in paying his assessments," she said earnestly. She then persuaded Mrs. Brockman to make over her wedding dress for the ball. It was no easy task, but she accomplished it in the end.

"Now Lue, for five dollars you can get a few little things to enliven and garnish up your dress, and you will be surprised at the change it will make in it. And then, too, think how pleased Frank will be, when you tell him you have saved ten dollars out of the fifteen he gave you. He will be the proudest man in the ball-room, I know," she said in conclusion.

"Really Jennie, you have made me feel quite enthusiastic, I will try it any way, but if I look like a fright, Frank will be ashamed of me." she said with kindling cheeks.

How cleverly Mrs. Charles had managed, could hardly be described. Her object was to induce her friend to be a little more economical in dress, and she succeeded for the time far beyond her expectations. When Mrs. Brockman returned home, and told Ida in confidence what

she intended doing, that impulsive young lady threw her arms around her sister's neck and kissed her affectionately, as she said:

"You dear good sensible girl, I know that Frank will be pleased with you."

"Really Ida, one would think to hear you go on, that you were the elder sister, and I a little girl, who has asked to be forgiven," Mrs. Brockman said, not altogether pleased, and half inclined to break her promise to Mrs. Charles and buy a new dress after all. The night of the ball came at last, a wild stormy night too, but it did not deter our friends from attending, and at the last moment, before starting, Mrs. Brockman said:

"I declare Ida, I look like a fright, I wish to goodness I had not thought of going."

But she stood before the glass adding a little here, and there, and the smile on her lips belied her words, for one could see she was well pleased, with her lovely toilet, and well she might be. Her dress was a rich creamy white satin, with a few touches of coloring, to complete the whole.

"O Lue! I never saw you looking better; I told you your wedding-dress would make over beautifully." Ida cried delightedly.

"You are woman enough to say. I told you so are you not little sister?" She said playfully, while a smile parted her pretty lips. But with all her fine attire she could not compare in loveliness with her more simply dressed sister, and more than one thought so that evening.

There was one who thought her the most charming, and lovely girl in the ball-room, as he placed her hand on his arm, and led her out in the rotunda. Will Arnold's eyes, lighted with pleasure, and his voice shook with emotion, as he led her to a quiet nook, and told her of his love. While they were talking she took a spray of purple heliotrope from her bouquet, and held it in her hand for a moment, then let it drop carelessly at her feet. He stooped and, raising it tenderly, said:

"May I keep it?" She nodded her bright head, and he went on, "May I come to-morrow and ask for something far dearer to me." She blushed very prettily, and laying her hand confidently on his arm, said:

"Really we must be going back. Lue will wonder what has become of us."

"Not until you have answered my question," he replied earnestly."

"You conductors, are so—so obstinate." She said with an attempt at carlessness.

"Really," he said dryly, and she thought a little coldly. She forgot all her pretty coquettish wiles just then, and he, looking down into her softened eyes, asked again, "May I come to-morrw?" What her answer was has not been recorded, but he was very light-hearted; as they strolled back into their friends in the ball-room.

"Do you know I am the happiest man in the room to-night, Mrs. Charles?" Frank Brockman said to that lady, when they found themselves alone during the evening.

"That is a sweeping assertion, Mr. Brockman," she replied laughingly.

"It is indeed," he returned, "but nevertheless true."

"I am pleased to hear it. May I enquire why you are so?" she inquired earnestly.

"You are such an old and valued friend that I may safely trust you with the secret of my joy," he replied quietly.

"Lue told me, just before we left home, that she was developing into quite an economical little wife, and the result of the money I gave her, she has only used five dollars to get up that stunning toilet, and that she has never been so well pleased with herself in all her life. Don't you think I have reason to be happy?"

"I do indeed, Frank, and I am well pleased too, and if I am not mistaken there is another one quite as 'happy,'" and she called his attention to the approaching lovers, Mr. Arnold and Ida.

"Well, he does look happy and that is a fact, and between you and me there is no one I would sooner give the girl to than him," he whispered, as the pair came up to them.

The ball was a great success, and everyone was pleased and delighted; but perhaps no one in that vast crowd was quite as happy as Will Arnold. He called upon Miss Ida the next day, and asked her in many tones to be his wife. "I am nothing but a poor freight conductor, yet I am this day richer than a king," he said after an hour's conversation, at the same time looking at her fondly. "Do you know, Ida, when I look at you I feel very much like the eagle that looked too long at the sun? Why did you choose a poor conductor, Love? he asked suddenly.

"I always thought them kings," she replied archly, "and it is proof positive that I admire them, now that I have promised to—to—."

"Marry one when the flowers bloom again, he finished laughingly.

*THE DRAFTING OF THE FEDERAL CONSTITUTION.*

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Finally it was decided that the federal constitution, as now completed, should be presented to the constitutional congress, and then referred to special conventions in all the states for ratification; and that when nine states, or two-thirds of the whole number, should have ratified, it should at once go into operation as between such ratifying states.

When the great document was at last drafted by Gouverneur Morris, and was already for the signatures, the aged Franklin produced a paper, which was read for him, as his voice was weak. Some parts of this constitution, he said, he did not approve, but he was astonished to find it so nearly perfect. Whatever opinion he had of its errors he would sacrifice to the public good, and he hoped that every member of the convention who still had objections would on this occasion doubt a little of his own infallibility, and for the sake of unanimity put his name to this document. Hamilton added his plea. A few members, he said, by refusing to sign, might do infinite mischief. No man's ideas could be more remote from the plans than his were known to be; but was it possible for a true patriot to deliberate between anarchy and convulsion, on the one side, and the chance of good to be expected from this plan, on the other? From these appeals, as well as from Washington's solemn warning at the onset, we see how distinctly it was realized that the country was on the verge of civil war. Most of the members felt so, but to some the new government seemed far too strong, and there were three who dreaded despotism worse than anarchy. Mason, Randolph, and Gerry refused to sign, though Randolph sought to qualify his refusal by explaining that he could not yet make up his mind whether to oppose or defend the constitution when it should be laid before the people of Virginia. He wished to reserve to himself full liberty of action in the matter. That Mason and Gerry, valued as their services had been in the making of the constitution, would now go home and vigorously oppose it, there was no doubt. Of the delegates who were present on the last day of the convention all but those three signed the constitution. In the signatures the twelve states which had taken part in the work were all represented. Hamilton signed alone for New York.

Thus after four months of anxious toil, through the whole of a scorching Philadelphia summer, after earnest but sometimes bitter discussion, in which more than once the meeting had seemed on the point of breaking up, a colossal work had at last been accomplished, the

results of which were most powerfully to effect the whole future career of the human race so long as it shall dwell upon the earth. In spite of the high-wrought intensity of feeling which had been now and then displayed, grave decorum had ruled the proceedings, and now, though few were really satisfied, the approach to unanimity was remarkable. When all was over it is said that many of the members seemed awe-struck. Washington sat with his head bowed in solemn meditation. The scene was ended by a characteristic bit of homely pleasantry from Franklin. Thirty-three years ago, in the days of George II., before the first mutterings of the Revolution had been heard, and when the French domain in America was still untouched; before the banishment of the Acadians or the rout of Braddock, while Washington was still surveying lands in the wilderness, while Madison was playing in the nursery and Hamilton was not yet born, Franklin had endeavored to bring together the thirteen colonies in a federal union. Of the famous Albany plan of 1754, the first outline of a federal constitution of America that ever was made, he was the principal if not the sole author. When he signed his name to the Declaration of Independence in this very room his years had rounded the full period of three score and ten. Eleven years more had passed, and he had been spared to see the noble aim of his life accomplished. There was still, no doubt, a chance of failure, but hope now reigned in the old man's breast. On the back of the president's quaint black arm-chair there was emblazoned a half-sun, with its gilded rays. As the meeting was breaking up and Washington aroused, Franklin pointed to the chair, and made it the text of prophecy. "As I have been sitting here all these weeks," said he, "I have often wondered whether yonder sun is rising or setting. But now I know that it is a rising sun?"—*John Fiske, in June Atlantic.*

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#### HE WENT IN.

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They were standing at the front gate.

"Won't you come in the parlor and sit a little while, George, dear?"

"N-no, I guess not," replied George, hesitatingly.

"I wish you would," the girl went on. "It is awfully lonesome, mother has gone out, and father is up stairs groaning with rheumatism in the legs."

"Both legs?" asked George.

"Yes, both legs."

"Then I'll come in a little while."—*The Wilmingtonian.*



*UNDER HIS SHADOW.*

"No," said the lawyer; "I can't press your claim against that man, you can get someone else to take the case, or you can withdraw, just as you please."

"Think there's any money in it?"

"There would probably be some money in it, but it would come from the sale of the little house the man occupies and calls 'home,' but I don't want to meddle with the matter anyhow."

"Got frightened out of it, eh?"

"No, I wasn't frightened out of it."

"I suppose the old fellow begged hard to be let off?"

"Well—yes he did."

"And you caved, likely?"

"No, I didn't say a word."

"Oh, he did all the talking, eh?"

"Yes."

"What in creation did you do?"

"I believe I shed a few tears."

"And the old fellow begged you hard, you say?"

"No, I didn't say so; he didn't speak a word so me."

"Well, may I respectfully inquire whom he did address in your hearing?"

"God Almighty."

"Ah! he took to praying, did he?"

"Not for my benefit, in the least. You see I found the little house easily enough, and knocked on the outer door, which stood ajar, but nobody heard me; so I stepped into the little hall, and saw through the crack of a door a cosy sitting-room; and there on a bed, with her silver head high on pillows, was an old lady who looked for all the world just as my mother did the last time I saw her on earth. Well, I was on the point of knocking when she said: 'Come, Father, now begin,' and down on his knees by her side went an old white-headed man still older than his wife, I should judge; and I couldn't have knocked then for the life of me. Well, he began; first he reminded God that they were still his submissive children, mother and he, and no matter what he saw fit to bring upon them they shouldn't rebel at his will; of course, it was going to be very hard for them to go out homeless in their old age, especially with the poor mother so sick and helpless, and oh! how different it might have been if only one of their boys had been spared to

them ; then his voice kind of broke, and a thin, white hand stole from under the coverlet and moved softly over his snowy hair ; then he went on to repeat that nothing could be so sharp again as the parting with those three sons—unless mother and he should be separated ; but at last he fell to comforting himself with the fact that the dear Lord knew it was through no fault of his own that mother and he were threatened with loss of their little home, that meant beggary and the almshouse, a place they prayed to be delivered from entering if it could be consistent with God's will ; and then he quoted a multitude of promises concerning the safety of those who put their trust in the Lord. In fact, it was the most thrilling plea to which I ever listened, and at last he prayed for God's blessing upon those who were about to demand justice." The lawyer continued more slowly than ever : "And—I—believe—I'd rather go to the poorhouse myself to-night, than to stain my hands with the blood of such a prosecution as that."

"Little afraid to defeat the old man's prayer, eh?"

"Bless your soul, man, you couldn't defeat it!" said the lawyer. "I tell you he left it all subject to the will of God ; but he claimed we were told to make known our desires to God ; but for all the pleading I ever heard, that beat all. You see I was taught that kind of thing myself in my childhood, and why I was sent to hear that prayer I'm sure I don't know ; but I hand the case over."

"I wish," said the client, twisting uneasily, "that you hadn't told me about the old man's prayer."

"Why so?"

"Well, because I want the money the place would bring ; but I was taught the Bible straight when I was a youngster and I'd hate to run counter to that you tell me about. I wish you hadn't heard a word of it, and another time I wouldn't listen to petitions not intended for my ears."

The lawyer smiled. "My dear fellow," he said, "your wrong again, it was intended for my ears, and your ears too, and Almighty God intended it. My old mother used to sing a song about God's moving in a mysterious way, that I remember."

"Well, my mother used to sing too," said the client, and he twisted his claim papers in his fingers. "You call in the morning, if you like, and tell 'mother and him' that the claim has been met."

"In a mysterious way," added the lawyer, smiling.—*Ex.*

*NO OBJECTION TO CHILDREN.*

BY MARY ABBOTT RAND.

It was a block of yellow, brown houses in South Boston, looking as much like a sheet of gingerbread as anything.

An express wagon had just backed up to No. 21 in that block, and the driver, unloosing ropes here and there, proceeded to unpack the luggage.

"What have we here?" exclaimed Mrs. Beacon, the down-stairs tenant. "A menagerie, I do believe. Come here, John."

There was, indeed, on the very top of the load, a gray horse that in the twilight looked very real till one noticed the rockers on which it stood. But there was a kennel with a live terrier's head at the window, a bird-cage with its fluttering tenant, a crib and high chair besides, suggesting that the folks in the other part might, in the language of Mrs. Bacon—"make music."

Now the downstairs tenants, Mr. and Mrs. Bacon, were precise, orderly people, living, like many other city people, in desert-island fashion, and only hoping that everybody else would mind their own business. It had been for weeks their great comfort that 'the other part' was unoccupied, and now this load of household goods brimming over with pets and their belongings was an unwelcome sight.

There were no young Bacons, thank Heaven! Plants did not flourish in their shaded windows, nor canary birds splash water from their tiny baths upon the clear glass. No dog barked a noisy welcome when his master returned at night. No cat purred in her mistress' lap. The housekeeping of the Bacons was a fight against dirt, dust, sunshine, and noise.

Somehow, pets bring all these.

"Well, John," said Mrs. Bacon, as she turned from the window and pulled the shade over the sacred glass, "there's an end to peace and quiet. We must keep the entry doors locked, and don't you be whistling or singing round to attract a child. 'Give them an inch and they'll take an ell.' If folks must have rocking-horses—and what goes with them—they ought to move into the country where they won't be pestering other people."

But, to the surprise of the Bacons, they were not "pestered." Only by the patter of little feet overhead, or a woman's voice singing cradle-songs or joining in her child's laughter. Crying there was, too, sometimes, but it was so soon hushed in motherly caresses, that it seemed a sort of rainbow grievance only.

At night, when the father returned, there was indeed quite a joyful noise up stairs, at which times John's face was a little wistful.

But the new family did not intrude for ever so small a favor.

Mrs. Bacon took good care to keep out of sight whenever the new tenants were passing through the entryway. One small pair of boots had considerable traveling to do up and down the stairs for a stroll on the sidewalk, or to old "Dorchester Heights" just beyond, for spoils of spring flowers. One day little boots came back from this favorite resort, and instead of climbing up stairs, as usual, strayed hesitatingly toward Mrs. Bacon's kitchen-door.

"Smells the gingerbread!" soliloquized Mrs. Bacon grimly. "Glad the door is locked." She glanced toward it to be sure. Yes, it was locked, though the key had been transferred to another door. But, shining through the keyhole was a very bright and sweet-looking star of an eye. Only a moment it twinkled, and then there was thrust in very gently the stem of a dandelion, and the small boots scampered away up the stairs.

"Little Mischief!" exclaimed Mrs. Bacon, and she would have pushed the intruding stem outside, but her hands were in the dough. "If he wanted a piece of gingerbread why didn't he say so? Mebbe he was afraid of me. Cats run like all possessed when they see me. I can't have my keyholes choked up with dandelion stems—that's so! Soon's I get my hands out of this, it will walk into the stove—that dandelion will."

But the dandelion was so fresh and perfect and brought right back the old childhood days to Mrs. Bacon so clearly that she changed her mind. There was an old horse-radish bottle on the pantry-shelf, which, filled with water, received the dandelion. There, resting in the kitchen window, it smiled all day.

There was quite a commotion up stairs that night, and John and his wife drowsily hearing it, thanked their stars that they were not routed by children's ails.

The next day Mrs. Bacon's watchful ear caught the sound of "Little Boots" on the stairs, and again the blue eye twinkled at the keyhole. This time the door opened in response.

"Well, child, what is it? Want some gingerbread?"

"O no, thank you, dear," said the little voice—a very hoarse little voice it was—and the throat was all wrapped in flannel. "I wanted to know if you liked my flower."

"See!" Mrs. Bacon pointed to the glorified horse-radish bottle.

"Is your name Mrs. Bacon, dear?"

"Bacon—no dear about it."

"I like to call you 'dear.' Don't your little boy call you so?"

"No."

"Ally! Ally, child!" called the mother anxiously. "Come back, darling, you'll get cold."

"I'll take him up," responded Mrs. Bacon; and taking with unwonted tenderness the three-years' old darling, she landed him safe up stairs.

"It's the croup," explained the mother. "He got cold yesterday out for dandelions—his favorite flower, ma'am—calls 'em preserved sunshine—saw me put up fruit last fall—there's where he got the idea, though as to telling where he gets all his ideas—that beats me! The doctor says he's that kind of a child croup is likely to go hard with—scares me to death to hear that cough."

"Goose oil is good," remarked Mrs. Bacon.

"Did you ever try it?" asked the new neighbor innocently.

"Me! No use for it. Got a bottle, though. Have it, if you like."

Alas! the doctor's prophecy was true. The fatal disease developed that very night. \* \* \* \*

Little Boots are still, and the starry eyes shine far off now.

As he lay in his beautiful, last sleep—a flower amid the white flowers, a woman's brown hand slipped a few dandelions tenderly, O so tenderly, into the dainty, cold fingers.

"That is right, Mrs. Bacon, dear," said the poor mother. "Preserved sunshine! That is what he is for us."

The new tenants have moved into the country, and No. 21 upper tenement is again to let.

Mrs. Bacon hopes the landlord will add to his advertisement "No objection to children."

#### RETRIBUTION.

A little mound is all

That marks this lonely nood,  
But here I wend my weary may,  
To bathe the earth in tearful flood.

Can you feel the tears, my darling,  
That on your grave are shed,  
Or prayer from sad heart falling  
O'er thee, my valiant dead?

Could the lips but speak that are mute in death,  
And the cold hand once more clasp,  
And the dear lips respond with life-giving breath,  
To the question I so wish to ask.

Would you say I am forgiven  
For the pain and sorrow caused,  
And that worldly sins in heaven  
Are erased by the golden law?

Would you lead one across the river,  
To that heavenly home beyond?  
Would you ask of God the giver,  
A forgiveness for my every wrong?

Answer me, my darling,  
Let it waft from the heavenly shore,  
That we yet may meet in glory,  
And be united for evermore.

M. B. CAMP.

## LADIES' LITERATURE.

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### *WHAT THE ECHOES RETURN.*

A father, whose hair had silver thread,  
Was sadly listening with drooping head  
What life's echoes, returning, said,  
For their refains.  
Brought only pains,  
Why was the only son to him cold,  
Ignoring the fact his sire was old?  
The echoes returned, "In getting gold."

A mother stately, calm and serene,  
Outwardly looking a very queen,  
Inwardly waiting, can hardly demean  
Herself as expected  
She feels so dejected,  
With her daughter she is in a passion,  
Whose extravagance brought their financial crash on,  
The echoes returned, "Only following the fashion."

A deserted husband, in business immersed,  
Finding his household gods dispersed,  
In his fury cries, "May *she* be accursed."  
Then grimly turns,  
To business and spurns,  
Suggestions that *he* may be to blame,  
In the smallest degree for this blasting shame.  
The echoes return, "You gave but *a name*."

A lonely wife, the hour midnight,  
Waits her husband, tears dim her sight,  
These vigils grew frequent and longer, despite  
She earnestly pleads,  
Her affection and needs.  
Her vision recalls the night they were wed,  
Rather than obey had he died instead.  
The echoes returned. "Pledge in wine," they said.

### MORAL.

If life's mountains be shining gold,  
Or fashion the tempting grotto,  
And woman for only a name is sold,  
Echoes return what they ought to.  
So long as this old world shall stand,  
Such echoes through the earth will sweep,  
The law is given by Divine command,  
"What ye sow shall ye also reap."

S. E. F.

## FRATERNAL.

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All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY Cedar Rapids, Iowa, plainly written on one side of sheet only, and they should reach the office not later than the 15th of the month previous to that on which they are expected to appear. *Name of author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all Divisions.

---

C. S. WHEATON *Editor.*

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COLUMBIA, June 25, 1887.

*To the Members of Duuphin Division 143 of Railway Conductors:*

KIND FRIENDS: I received this day the sum of twenty-five hundred dollars, the amount in full due me on the policy held by my husband in your Grand Order. And permit me to offer you all my sincere thanks for the many acts of kindness shown us during his illness. May the Order ever prosper and continue to be a fountain of happiness to its members and a God-send to the widow and orphan. I also wish to express my appreciation for the beautiful floral tributes, as I feel very grateful for the same. I remain respectfully yours,

MRS. MARY E. HALL, Columbia, Pa.

COLUMBIA, June 20, 1887.

Received of Order of Railway Conductors' Mutual Life Insurance Association twenty-five hundred dollars, insurance on my husband, John T. Hall.

\$2,500.

MARY E. HALL, Wife.

HARRY T. HALL, }  
FRANK E. RUBY. } Witnesses.  
H. S. RUMMELL, }

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EDITOR MONTHLY:—There is no natural antagonism between Labor and Capital. These two forces must act together or not at all. The antagonism is between employer and employed, and comes of error on both sides. The one seeks to get as much labor as he can for the smallest wages, and the other to do the smallest amount of work for the most wages. He can get this, though a war of competition leads to a constant war of interests. It is said the country is suffering from over production. But so long as millions want more food, clothing and shelter, there is not too much production for them.

A large part of the work in the world is done by corporations, and they constitute a great force in production and will increase, because men derive advantages and benefits from them which could not be had otherwise. The evils that have grown out of corporations proceed from the abuse of their powers and privileges. Heretofore corporations have been organized, mainly, as the instruments of Capital. Hereafter, as education becomes general. Labor will make like use of corporations. Laborers will combine in their own interests and become incorporated under the law for peaceful and legal action to do their work in

a way that will bring them the largest return. The two agencies that can be invoked to attempt to solve the industrial problem are the state and individual. Thus far the state has not deemed it wise to do much affirmatively. The education of the people is the safeguard of free government—the only means by which they may know what is best for their interests and how to obtain it. Hence, it is also the one essential step towards the solution of the industrial problem and the creation of a better industrial system.

It is more difficult to control Labor organization than Capital organization, as there are more uncultured minds to manage in Labor organization than Capital; as you can control 13 Capitalists or millionaires quicker and easier than you can control 13,000 Laborers, as the 13 can get their ideas together quicker and along with their capital be more effective than 13,000 Laborers. Hence, the necessity of this body of Railroad Conductors to make haste slowly. While Labor is scattered over millions of square miles of territory, Capital is combined and closely allied. While it takes months to gather up our ideas, Capital can come together in one day and arrive at a mutual understanding concerning any important question that may arise.

The method which now seems to promise the best results in solving the industrial problem is education, arbitration and conciliation. Arbitration, as a method of settling differences between nations and individuals, has already made a great triumph and secured good results.

Why cannot good results be accomplished by Railroad Conductors and Rail-corporations? And now since we have a law giving us a method of arbitration, let us not have a drone bee in the hive. Let us all be up and working, and present to railroad companies the value of the skilled laborer over the novice. 1st, Let us have harmony amongst ourselves—a concert of action. Let us stand shoulder to shoulder, cast out the flaws from amongst our own camp and join hands. Let us not rest until our good ship of Prosperity, which we launched at the last Grand Division, with the Grievance Law for a keel, our Protective Fund for a rudder, and our License Law for the first plank on her sides, has the great American flag flying at her masthead, and every Division waving its own loyal banner.

Texarkana, Texas.

ALAMO DIV. NO. 59.

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BRAINERD STATION, June 22, 1887.

EDITOR MONTHLY:—I thought I would write and let you know what has transpired during the past two months in this country of sand and wind. It is always a pleasure for the members of the Order in this place to read THE MONTHLY, particularly the communications from the correspondents of other Divisions; and although I may not be able to write much that will be interesting to others, I will do the best I can. So here goes.

Brother "Billie" Cummings, our Delegate to the Grand Division, returned safe and sound; but his parrot, alas! never squawked after its arrival at Sioux City, and his ("Billie's") sixteen dollars, with all its bright and beautiful plumage, was buried in the dark waters of the Missouri river. Would it not have been better had he have brought an alligator to devour some of the tramps that infest the lines of the N. P.? Nevertheless, "Billie" is to be highly complimented for the report he read of the proceedings of the Grand Division at our last meeting. It is not often that a Delegate is able to give so full and fair report. "Billie" had it all "rit down."

Division 197 is in a fair condition. Our meetings are held regularly. June



5 we initiated one, and received one by card, Bro. W. L. Collins, P. G. C. C., who was called here by the severe illness of his son, Geo. E. Collins, officiating as Chief Conductor at our last meeting. June 19, we initiated another, and have four more elected for initiation.

This forenoon Bro. James Smith, our Junior Conductor, led to the altar one of Brainerd's fairest daughters. The reception is to be held at the residence of the bride's father this evening. "Jim" has the best wishes of his Brother Conductors for his future happiness and prosperity.

Mr. N. D. Root, formerly Assistant Superintendent of the Minnesota division of the N. P. R. R., having been promoted to the Superintendency of the Montana division of the same road, and being about to remove with his family to Livingston, Montana, the Conductors, and other employes centered here, concluded to show their appreciation of his kindness to them during the years that he had been their superior in office. They therefore selected Chief Conductor Capt. W. P. Spaulding as their "mouth-piece," (and an admirable selection it was) and on the evening of May 31, whilst his family were waiting in the office of Supt. S. R. Ainslie for the return of Mr. Root on train No. 1, due at 9:30 P. M., (he having gone to St. Paul on business) to accompany him to their future home, the employes to the number of fifty gathered in the outer rooms and hall, and as Mr. Root entered the office of Mr. Ainslie, the opposite doors were thrown open, and in an instant Mr. Root was completely surrounded by the ladies in waiting to bid them adieu and his former employes. Capt. Spaulding then stepped forward and read the "riot act" to him in the form of a very neat and impressive speech, at the conclusion of which the Captain presented him with a magnificent gold hunting case watch, chain and charm, also a splendid diamond pin. Some one remarking at the time, "Root, with that pin on, you won't need a headlight." Mr. Root, although taken completely by surprise, responded in a few appropriate and feeling remarks. After a general hand-shaking and good-bye's spoken, Mr. Root and his family were escorted to the train. The Conductor called "a aboard," the bell rang, hats and handkerchiefs waived, the train started, and was gone, and thus ended one of the most touching and pleasant events that has occurred on the line of the N. P. for many a day. Yours in P. F.,

ROSCOE.

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DICKINSON, Dak., June 18, 1887.

EDITOR MONTHLY:—The June MONTHLY to hand. The Grand Division having met and adjourned, and the Grand Offices being located at Cedar Rapids, your correspondent sincerely hopes that peace and harmony will prevail and every social and moral virtue cement us. Complaint has been made time and again that the members of the Order do not take the interest in the MONTHLY they should, and that its circulation is not what it should be. A great many members do not feel satisfied in regard to some of the communications from different parts of the country. When some petty grievance or imaginary wrong is done, correspondents rush into print in the columns of the MONTHLY and criticise some writer severely, when he will deem it necessary to reply through the same columns. This, in the opinion of your humble servant, is wrong, the MONTHLY being the official organ of the Order, such writings should not be allowed in its columns. Why not take up some literary or scientific subject, discuss it in a friendly way, where it would be beneficial and instructive to all, but for heaven's sake stop this constant bickering, and I will venture to say the ensuing year will show a marked increase in the circulation of our journal.

The B. of R. B. Journal for the month of June makes quite a lengthy and

vigorous attack on the Grand Officers and all members of our Order. This being my infant attempt at writing for the MONTHLY, I will let Mr. O'Shea severely alone, but do not think he should be the first to invite a struggle for supremacy as to ridicule all members of our organization. But enough. Consistency, thou art a jewel!

I will give the readers of the MONTHLY a short sketch of the country we run through, and the names of Conductors belonging to the Order whose lot is cast for the present among the grassy hills and dales of Dakota west of the Missouri river, and foremost we leave Mandan, which, by the way, is one of the terminals of the Missouri division of the Northern Pacific Railway, with F. Greene, a genial gentleman, and one that will listen to every grievance, for Division Superintendent; E. R. Knowlton for Chief Dispatcher, who all the boys swear by, with Messrs. Parker and Kittredge for assistants, gentlemen of the first water, A No. 1 Dispatchers. You cross the Heart river six times between Mandan and Marmot, the Sweet Brier five times between Marmot and New Salem, then five miles to Sims, where the lignite coal is mined, then across the Curlew Valley to Knife river, where you take on a supply of water, and climb the famous Antelope hill through a rolling country till you cross the South Heart and Green rivers west of Gladstone. The next stop is Dickinson, the county seat of Stark county and a thriving little city, the end of the Sixth District; from Dickinson to Fryburg through a lovely prairie, and then you are in the famous Pyramid Park or the Bad Lands of Dakota, through the ever burning coal cut, past the ever faithful watch dog to Medora, the great meat and slaughtering point of Marquis Denacus, across the Little Muddy 18 miles through beds of roses to Sentinel Butte, the train men's Delmonico of the Bad Lands; over a rolling space again for 15 miles and you are in Montana; down to Mingusville on Beaver creek, the cow boy's retreat, and then take a run for Beaver Hill: 26 miles down hill to the far-famed gate city of Montana (Glendive) on the banks of the Yellowstone river, where you can pick moss agates by the bushel, and you are at the end of the division.

The following are the names of the Conductors, who belong to the Order, on this division: John Ditch, Div. 55; G. W. Warren, same; J. K. Chilson, Div. 72; John Cameron, Div. 12; J. G. Burton, Div. 72; W. Gallagher, Div. 39; A. G. Nichols, Div. 42, and A. D. Field, Div. 33. Bro. Field is running passenger; the balance on freight. We have 21 freight Conductors and three passenger Conductors, all told; eight are O. R. C. men. I will stop short, like the old clock, but hope to move again in the near future.

Yours truly in P. F.,

ALONZO BAGGS.

WINNIPEG, Man., July 3, 1887.

EDITOR OF MONTHLY:—Force of circumstances compels me again to trespass on the generosity of your columns. This time it is for the purpose of acknowledging on behalf of Division 47 the presentation of a beautiful Bible from Mrs. Joseph Bertrand. The Order of Railway Conductors, with its eleven thousand members, contains but very few who give its principles a more staunch and devoted adherence than Bro. Bertrand. Through the receipt of this good book there has been added one more link to the already long chain of obligations, to which we are under to him and his most estimable lady. Long live Bro. and Mrs. Bertrand is the wish of the members of Division 47.

I will not infringe on your space to any great length on this occasion, on account of the fact that I am as yet revelling in the, to me apparently, unfathomless beauties of matrimonial bliss.

Yours in P. F.,

JOE FAHEY.

CHATTANOOGA, TENN., JUNE 25, 1887.

DEAR MONTHLY :—Division No. 148 was the recipient last week of a beautiful banner of pink satin. Near the upper edge are the letters "O. R. C.," surrounded by a lovely wreath of flowers. In the center is "Division 148," and across the lower half, "In God we trust." It was made by Mrs. Ed. A. Sherman, the wife of one of our best members. Mrs. Sherman guessed well at our wants, for it was one thing we were desiring very much. The Division returned many well wishes.

R. B. S.

WASECA, JULY 12, 1887.

*To the Editor of the O. R. C. Journal :—*

Waseca Division, No. 90, came to the front handsomely on the nation's birthday anniversary, and celebrated by giving their first annual ball in Ward's Opera House, Waseca. Superintendent Cosgrave, of the W. & St. P. R. R., furnished a special train from each end of the Division to carry the employes and their families to Waseca, both trains arriving about noon and returning after the entertainment. The afternoon was spent by the resident members of the fraternity in entertaining the visiting members chiefly in driving through Waseca's beautiful Waplewood Park, and in steamboating on Clear Lake. The opera house was gaily decorated with flags, streamers, Chinese lanterns, white and red signal lamps, head-light, O. R. C. mottoes in evergreen, etc.

The committee of arrangements did their work regardless of expense, and provided the best in the land in all the details. The programs for the dance were the most elaborate that could be found in the market, appropriately embossed for the occasion. Rohweder's Orchestra from Winona, the finest in the State, dispensed the music. Dancing commenced at 8 o'clock and continued till 3:30 A. M. Prof. F. C. Manly proved himself to be a most efficient floor manager, and found a set that needed "filling out" by himself and partner nearly every time. Bros. Seymour and Gleason, of the reception committee, made every one feel at home. Bro. Jno. Mahony had all he could do to guard the door and collect tickets, and had Bro. Sullivan on hand to assist most of the time. Brothers Babcock, Rowe, Mann, Schmitt, and Somers had their hands full to dispense refreshments consisting of lemonade and confectionery only. Chief Train Dispatcher Graves, of the East Division, and Assistant Superintendent Bidwell were present and seemed to enjoy themselves. The boys began to think about 2 o'clock in the morning that it was a "grave" question whether they would be able to get Graves away from the fair ladies in time to go home with them on the special. Assistant Superintendent Bidwell is a Sunday school man and the boys were inclined to excuse him from the festivities of the floor, but before the night was far along they caught him showing some of them how to make the changes, and before morning he was holding his own in good shape in the thickest of the dance.

About two hundred couples participated in the dance, and all pronounced it the finest part in the history of the town. The ladies brought credit to the fraternity in their fine appearance, and the officers of the road who were present and the members of the fraternity expressed themselves as proud of them.

The best of order prevailed, the boys showing themselves to be beyond criticism by the most fastidious. The attempt was as complete a financial success.

Yours in F. F.

CORRESPONDENT OF WASECA DIVISION, No. 90

ANACONDA, Montana, July 8, 1887.

DEAR EDITOR:—As the long-talked-of question of improved car couplers will soon be settled, and some one of the many patents adopted, I wish to give you my views relative thereto. As to drawheads, I think that if they were all alike as to height, &c., and kept up in good shape, the present style are quite safe enough. The style I refer to is in use on the Northern Pacific, and have a hollow place in the side where one's hand is placed while holding the link in making the coupling. It also has a big shoulder on the top, said shoulder coming in contact with the deadwood, making it impossible almost for the drawhead to shove in and crush one should the springs be out of order. Equip every freight car with these drawheads, keep them in good shape, have a good system of side and end ladders, a good sanded running board on the roof, of two or three feet in width, and automatic air, and the vexed question of car-couplers will be solved as near as it can be. Some may pooh-pooh my ideas in this respect, and I will be pleased to hear some other Brother's opinion.

I have worked with all kinds of patent drawheads, some of them very expensive, and have not yet met one any good. They might work in a mild climate, but be utterly worthless where a steam hose has to be used to get the old-time pin out. None of the patents will stand a good hard thump or be a success in cold stormy countries such as Dakota or Manitoba, where the wind "freezes the word upon the lip."

Business in Montana continues good; in fact I don't imagine the day will ever come when Montana will be dull in railroad or mining circles. The stock trade may possibly play out, but the mines never, and they keep railroads on the go in good shape. I don't suppose that many of your readers are aware that the traffic of Butte and Anaconda is worth to the railroads centering there ten millions of dollars per year.

The Utah & Northern will be converted into a standard gauge about the 1st of August. I hear few regrets in this vicinity at losing the narrow gauge cars; as used in conjunction with those of a standard gauge, it's no joke to couple them.

Ever yours in P. F.,

MONTANA.

LITTLE ROCK, Ark., July 9, 1887.

EDITOR MONTHLY:—What is the reason that the Corresponding Secretary of Division No. 131 remains silent so long? Certainly it cannot be that he has no news to give, as we have had several changes lately among the Brothers. Notably Bro. J. H. Keeby, our Secretary and Treasurer, has been promoted to a through passenger run. Also Bro. Hancock from local freight to passenger train on the Helena branch.

Both our Train Masters are members of the Order, and all the Brothers here would regret to have them removed to other Divisions, as is contemplated.

Rumor has it that Train Master M. L. Freeman will be sent to De Soto, Mo., to relieve Mr. Hardy, who is to be made Superintendent of the Missouri division. Should such be the case, the Brothers of 131 loses an officer whose place will be hard to fill with one who has given the members such preference as Bro. Freeman has. Bro. Kitto will probably succeed Bro. Freeman as Train Master at Knobel.

The attendance at our meetings are horrible to think of. Scarcely enough for a quorum has been present the last two months. Such conduct, Brothers, is inexcusable on your part. Sunday, July 10, Bros. Harrington, Baselle, Moran, Cobb, Treadway, Rice, Cato, and several others, were in Little Rock, and could just as well been present as not. By such conduct two applicants were denied the priv-

ilege of admission. The same old story—not enough for a quorum—has been repeated often enough.

Bros. Kitto, Adams and Tygard are on local freight, north end; while Callahan, Barkman and Maloy check out the freight on the south end.

The Grievance Circular seems to meet the approval of what Brothers could be gotten together at any one time to hear it read by our C. C. Kitto.

Don't know how we will arrange about the State Chairmanship, as No. 131 is the only Division in Arkansas, since Texarkana Division No. 59 has deserted us although their ball is in Arkansas and not in Texas.

Bros. Miller and Hughes have both resigned, and both been given runs between Pine Bluff and Texarkana on the St. L., A. & T. No. 131 loses two good members, as neither one ever missed a meeting when their runs were such that they could be present.

Bros. Kenyon and Sullivan are on the sick list. Hope they may soon be with us improved in health.

Well, if this can be corrected and made readable, by giving it a place in your MONTHLY you will greatly oblige one who would like to hear through the MONTHLY from Montana, where they couple cars with railroad iron six feet long. Another letter from him may have some effect on our Brothers who contemplate seeking their fortune in the Far West, where meetings they think are only held every six months. Yours in P. F.,

LITTLE ROCKER.

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HANNIBAL, July 4, 1887.

EDITOR MONTHLY—*Dear Sir:* On the 7th of last month, while the local freight night train in my charge was progressing at a slow rate of speed, my caboose and two cars immediately in front were derailed. We were descending a steep grade at the time of the accident. Caboose and one car after leaving the rail were thrown down an embankment. I was caught under the car upon which I had been standing, at the time of the tumble, and was considerably, though not seriously, hurt. My brakeman was thrown from the train, sustaining a fracture of the collar bone. It is a great wonder we were not killed outright. There were three passengers in the caboose—one traveling man and two ladies. The gentleman was not injured in the least; the ladies received several bruises. It is hard to account for the derailment.

Finding myself in bed, unable to work, and having been appointed by Hannibal Division No. 89, correspondent for your MONTHLY, I have taken time to present a few thoughts, which, although they may fail to be of profit or interest, still at the same time, will not fail to show my appreciation of the high courtesy extended by the Division.

The business of railroading is of national importance and concern. In the almost limitless extent of the country it traverses, the billions of money involved in it, and the hundreds of thousands of men engaged in its conduct and intimately effected by its prosperity or its disasters, we certainly have a theme too vast and too vital to be adequately discussed by any other than the greatest mind or in less space than hundreds of well considered pages; and hence you do not expect that in the brief time (I feel at liberty to take) I could do more than touch here and there this great subject.

In the first place I affirm that, however great railroading is as a business, however much money is involved in it; the greatest thing about it, the grandest, the sublimest and most valuable thing about the whole railroad outfit is a *man*.

The question whether the great system of inter-State commerce, as relating

to railroads, is going to be a real and permanent blessing to this great people, the ten thousand things that have to do with the future prosperity of the business itself, the question as to the expediency of putting patent, self-acting couplings upon every car in America, a granite road bed, over every rod of the road steel rails from end to end of every line in all the land, is not of such vital and immediate concern to the Presidents and stockholders; has not so much to do with the importance and value of the roads to the people and business interest of the country as has this question: *What is man? What his duties and rights; what his privileges and obligations; what his real and inner character?*

Or, getting home with my theme, this is the question of great concern, of first importance: What is the character of railroad men? Upon the answer to this question depends every vital interest of railroads, and the owners of roads, and the interest of the masses.

If Presidents, directors, stockholders and employes are *men, true and just and equitable*, then the future prosperity of railroads is assured; and the occupation of railroading, from the highest to the lowest place, will be both profitable and honorable. You will see, my brothers, that this same question is of vital concern to every member of our own Order.

What are we as men? What is our personal and individual character? I have felt great hesitancy in even referring to this question, for I have appreciated the fact that I am not yet entitled to the position of teacher.

I am frank to confess, that before becoming a member of this Order that (doubtless with many others) I have not always considered the value of character or been sufficiently careful always to give an example of the highest kind of manhood. But since becoming a member, this question of personal character has occupied my thoughts. I have not only been led to see the worth of character, but I have been led to consider the moral as well as the physical peril of our business. To be a *man, a gentleman* in the *highest* sense, and a railroad Conductor, is *possible*, but it is not *easy*.

In our occupation the perils that threaten the loss of character are innumerable. No man knows as well as we do how many are the disguises the devil assumes to cheat a Conductor. No other man knows how many temptations hide at every cross-road and beckon him from every station, whisper out of the shadow of every depot, and ride with him, dressed in broadcloth or in satin, in every car, and yet it is true that in the occupation of a railroad Conductor are honorable character and the very highest style of manhood is possible, and there are great numbers of men in our Order to-day who are *living examples* of this truth. Our Order is designed to help us in this distinction. The great leading purpose of the founders of our Order was to enable its members to be men, gentlemen, friends, brothers. The perils that threaten our character are greatly lessened by the fostering care we are able to give one another, and by the sublime teachings of the Order.

But, Brothers, there are other perils that threaten us. Every hour we are in peril. Death—cold, grim, unrelenting—is always near the railroad Conductor. Death is the first traveler who hears the cry, "All aboard." Death is the first passenger in the coach, and when the Conductor takes the first ticket, death stands beside him, walks with him when he passes from coach to coach; and when he sits down to count his tickets, then death with a grin in his hollow cheeks and blue flame burning his eyeless sockets, is close by him, hoping that now while he counts, there will be a ring, a scream, a crash, and then groans and calls for help and—*silence*. Ah, Death loves such a scene as this. Alas, he wit-

nesses them every day. Every day his cruel ha ! ha ! ha ! falls on our ears, and should, at least, remind us of his presence.

But I cannot dwell longer upon the moral and physical perils incident to our occupation. We know what they are, and, I trust, to recall them to mind will put us upon our guard in both directions.

I must not fail to say that in our occupation there is sunshine as well as clouds. The life of a Conductor is a *swift* life in more than one sense. We move swift, the action of the mind is swift, his blood moves swift and the heart beats swift. And so, Brothers, if it is true that life is counted by heart-beats, and not by watch-ticks, then a Conductor may be said to live longer than other men.

Our mutual perils and temptations, and our mutual, hard and exhausting work has a tendency to make our friendships truer than most others. The thrill of brotherhood and friendship scatters many roses even along a Conductor's life-path.

There is an excitement in our business. The constant contact of mind with mind; the warm grasp of many hands; the kindly greeting of old acquaintances that does very much towards compensating us for our constant peril and our many hours of utter weariness and exhaustion.

This Order of O. R. C. has added a new charm to our occupation. I trust that we are appreciating more and more the benefits of this Brotherhood. We are benefitted, socially, by our Order. Here from time to time we meet each other, and in the abandon of friendships we talk over the past, discuss the questions of the present and past with better purposes and brighter hopes.

But the momentary benefits of this Order we shall never fully appreciate; we shall never realize the advantage of our insurance in this Order, until at some future time (and it may be nearer than we think) we lie down to die from some wound received or disease contracted, then we shall fully realize that but for this insurance, our wives, (or some loved one) would be left to the cold charity of the world. Our loved wife would fear at least the yoke of poverty, the sharp teeth of hunger, or the misery of the poor house.

Hence, Brothers, when we sum up the moral, social and momentary value of this Order; when we realize fully the high status of character and manhood a membership in this Order gives us, then we are glad to support it, and we resolve to bring no stain upon its growing reputation. This Order will, if we live up to its teachings; if we meet fully the obligations it imposes upon us, will do much toward enabling us to become what I said at the beginning of this paper, was the most valuable thing, the most important thing, in the whole railroad outfit, namely: this Order will help every one of its members to become a *man*.

Brothers, it is doubtless true, that to each one of us come moments of meditation and high purpose. We resolve to be all that is possible, to be standing all the time on the very brink of that river we all must cross. Knowing every moment that we are in more and greater peril than men in any other occupation, we ought certainly occasionally pause and think of where we are and what we are and whither we are going. No man can be called wise who does not consider these things.

In our business we find but little time to gain knowledge or instruction from books; but we, of all men, can learn from nature, through whose great library we are passing every hour of the day.

I have been greatly benefitted by standing on the highest bluffs in the city of Hannibal, drinking in for an hour the grandeur and marvellous beauty of the scene spread out before me. He must, indeed, be dead to every sense and influence who is not thrilled through all his being and inspired to a nobler life by such a

picture—a picture sketched and outlined by the hand of God, colored and framed by the skill of men, surely Hannibal is a city “beautiful for situation,” the joy of every beholder.

There to the right and left, and far away in front, stands the bluffs, the hills, old and gray; the mountains, gloomy and grand. They tell us of the things that endure—truth and virtue and love. They remind us of the things that stand and move the world, viz: They remind us of character, of brotherhood, of friendship. There flows the river, the Mississippi, the Father of Waters. It reminds us of Time, flowing on and on—never halting, never flowing backward—on and on to the sea. It suggests to us eternity and whispers: You, O man, like these waters, are moving on to the sea, but unlike the waters, no sea can swallow you while I am only an emblem of eternity, thou, O man, art immortal.

The situation of Hannibal is a constant benediction to her people. The old hills and rugged bluffs that crown her with strength and majesty; the great river that has so long flowed shining at her feet, are her impressive but silent teachers. By their influence the citizens of Hannibal have been made wider in their sympathies, more genial and knightly in their manners, and every way more generous and courteous by the beauty and sublimity of her natural environment.

Brothers, I speak thus of Hannibal because it is my home. It reminds me that you, too, members of our Order, have homes; and it suggests this concluding thought: That to be honorable and loved members of the O. R. C., will do very much toward enabling us to be honorable and loved citizens of any city, respected by the officials of any road, and loved and cherished by the members of any home, whether it be a mansion on the avenue in the metropolitan city of the world, or a mud-walled, straw-thatched cottage by the sounding sea, by the river bank, or in the quiet vale.

Yours truly,  
R. W. C. R.

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ST. ALBANS, Vt., July 11, 1887.

DEAR MONTHLY:—Do not think I have forgotten you, you dear old soul, for I have not, although I have neglected you for some time. But knowing you were in good hands, I hardly thought you would miss me. I presume very likely you would continue to prosper if I never corresponded with you again. But, nevertheless, I will write you one more short letter before I wind up forever, and perhaps I will try again bye and bye should you wish to hear from me again.

Well, I will say a word or two about Division 24. Division 24 is well and happy at work hard every meeting night, and I am happy to say are improving very much as far as attendance goes, but they might still make more improvement, and I have no doubt they will. The boys are taking more interest every day, and are all on the right track, and if they will only keep on as they are now, and not side-track at some way station, we shall have a good meeting every time.

I presume some of our Western or Canadian Brothers may come our way, and if they do, they will find a hearty welcome here if they will give us a call.

I also wish to speak of an O. R. C. hotel, kept by Brother D. T. Danforth in Montreal. Brother Danforth resigned his position here to engage in hotel business, and has leased the Albion Hotel for a term of years, and he would like to have all the boys who happen his way to give him a call, and they may be sure of a hearty welcome. Brother Danforth has the good wishes of all in his new venture, and I am sure he will do well.

The boys are all running about the same as when I wrote last. We all jog along in the same old rut day after day. But, dear old friend, it won't do for you to get into a rut, but must keep bright and fresh and up with the times, or you will get left. But with the staff you have on hand now, I do not think there is



much danger of your getting left. And, in fact, I never knew of your getting left at any time.

Boys, come and see us, and we will use you well, and can talk more in one short hour than we can write in a week. With best wishes for all,

I am yours truly,

N. E. D.

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ALTOONA, PA., May 2, 1887.

EDITOR MONTHLY:—At the request of Mrs. W. A. Lewis, I extend her sincere thanks to Mountain City Division, of which her late husband was a member, for their kindness at his burial, and more especially to members of the Insurance through whose efforts her claim was so promptly adjusted. Although suddenly bereft of a kind husband, she feels that the Order of Railway Conductors will ever remember kindly the families of the Brothers who have passed on before to join the great Order above, and her great desire and prayer is that their membership may increase throughout the land and the Order of Railway Conductors prove a blessing in the future as it has in the past.

Yours truly in P. F.,

W. A. MCCARTHY.

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HARRISBURG, PA., JUNE 28, 1887.

EDITOR MONTHLY:—Pardon me for again asking for a short space in the MONTHLY, as I did not intend to tire any of its readers so soon after my last communication. The draft received for Mrs. Hall, wife of our late Brother, Jno. T. Hall, was sent here, and she desires me to send the enclosed letter for publication. The Columbia, Pa., *Spy*, one of the leading organs of that town, devotes a short space to the usefulness of the Order, which I also enclose. Hoping space may be found for the publication of both, I remain

Yours in P. F.

C. C. DUNCAN,

Correspondent.

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PENDLETON, OR., JULY 10, 1887.

*Editor Monthly:—*

As communications from Division No. 91 are few and far between, I will endeavor to do my share in supplying the columns of the MONTHLY with the doings of Brothers and others on this coast.

At our first meeting after the return of our delegate from the Nineteenth Annual Session of the Grand Division, a vote of thanks was tendered him for the able report made on that occasion. We had a very nice attendance on that day, and every one seemed to take more interest in the good of the Order than heretofore.

Bro. Graham, of Division No. 86, was with us on that occasion and we had a very pleasant time. Bro. J. W. Gilbert not being able to attend, sent a substitute; the substitute being his estimable wife, and daughter of Bro. Graham, who spent the time visiting the families of the Brothers. By the way, Mrs. Gilbert can tell nearly as large fish story as Bro. Wheaton did on the occasion of his visit to us last fall.

Will give you a list of conductors and their runs as far as I know. Out of Portland, on passenger runs are McGuire, Barnes, Banks, and Dietz, in Lyons' place, Lyons rusticated. On freight we have McNamara, the Irish dude, Hedrick, Clem, Walker, White, and Stout. C. E. Miller being promoted to

position in general baggage office. Between The Dallas and Wallula Junction we have Sullivan, Tway, Carey, Dunn, and Hutchinson, with Prentice as extra. Between Wallula and Pomroy, we have Weeks and Thomson. Riparia to Starbuck, Wilcox. On the Palouse branch we have Clough and Salsbury, with Hammond between Farmington and Colfax. On the Mountain Division, on passenger, we have Robinson, whose "all aboard" can be heard for squares—I know because I heard it myself—Bradford, and Dustin, with Gulling in Dustin's place, Dustin rusticated. The only trouble with Gulling is to keep him off the top of the coaches. On freight, between Umatilla Junction and La Grande, are Foreman, Lewis, and Worth. Between La Grande and Huntington, Campbell and Rhode, with your humble servant, Pendleton to Walla Walla and return. Prido, Dayton, to Walla Walla and return, and Townsend as extra.

For Dispatchers: At The Dallas, John Donnelly, Chief, with T. T. Winsor and E. Donnellson as assistants. La Grande, C. W. Taylor as Chief, Campbell and Rawlins, assistants. At Walla Walla, W. F. Wamsley, ably assisted by his brother, Frank Wamsley. At Colfax we have H. Vanderborg, trainmaster. W. H. Gillespie, dispatcher. I understand Brother Lawson has resigned his passenger run between Portland and Tacoma to accept the position of Mountain conductor on the Switchback—nice, think you have bought an elephant.

We expect a good business out here this fall, as there is an immense crop of wheat to move, but Brothers do not come out with the expectations of getting trains, as there are lots of conductors here braking now. Met Brother Terry, of Division No. 81, who is doing the Pacific Coast, along with Brother Ives, of Division No. 11.

Our membership is slowly gaining ground, and we are getting some good material. Any Brother coming this way will find a cordial welcome, and will be glad to have you come and tell us your experience, and we may profit by your visit.

Yours truly in P. F.

W. W.

DENVER, COLO., JUNE 13, 1887.

*To Wm. P. Daniels, Grand Secretary and Treasurer, Order of Railway Conductors, Cedar Rapids, Iowa:*

DEAR SIR AND BROTHER:—It has become my duty to announce to you and the Order an accident which befell one of our Brothers while in the discharge of his duties. Bro. E. B. Kollert by an accident on May 3, 1887, on the M. K. & T. Railway, had the misfortune lose to his left arm near the upper or shoulder joint, which will of a necessity prove a permanent disability. We are pleased to know that Bro. K. is a member of our Insurance Department, in good standing, holding certificate No. 4826, issued February 10, 1887. (Not very much too soon.)

We, of course, claim the privilege, according to the medical certificate enclosed, of asking an assessment from the Insurance Department in his favor of \$2,500. — Yours truly in P. F.

B. F. BALDWIN,

Sec. and Treas. pro tem.

*To Whom it may Concern:*

SEDALIA, MO., JUNE 5, 1887.

I hereby certify that E. B. Kollert, a freight conductor on the M. K. & T. Division of the Mo. P. Railway, at Atoka, Indian Territory, was knocked down and run over by his train on May 3, 1887, and in consequence of said accident it was necessary to amputate his left arm in upper third, near shoulder joint, and having previously lost index and middle fingers of right hand at middle joint, I regard him as being *permanently disabled*.

Very respectfully,

WILLIS P. KING, A. C. S.

## EDITORIAL.

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THE MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

C. S. WHEATON, *Editor*.

E. B. COMAN,

W. P. DANIELS,

H. HURTY,

W. SEARS, *Associate Editors*.

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C. S. WHEATON:—

DEAR SIR AND BROTHER: In regard to your editorial in July MONTHLY, concerning legislation on Sunday trains, perhaps a few words from those who have experienced the blessings; of such legislation, may prove interesting, and we hope may serve as a guide to those interested in other states, where such legislation is contemplated.

In the first place, let me say: I do not agree with you in your statement that "the old cry of public demand is played out," on the contrary, I believe that more attention is paid to public demand each year by public, purveyors, and unpopular laws are soon allowed to become dead letters.

The law of Connecticut is as follows:—

AN ACT CONCERNING RAILROAD TRAFFIC ON SUNDAY.

*Be it Enacted by the Senate and House of Representatives in General Assembly Convened:*

SECTION 1. No corporation, company or association operating any railroad in this State shall run any train on any road operated by it within this State between sunrise and sunset on Sunday, except from necessity or mercy; always provided that before ten o'clock and thirty minutes in the forenoon, and after three o'clock in the afternoon it may run trains carrying the United States mail, and such other trains or classes of trains as may be authorized by the Railroad Commissioners of this State on application made to them on the ground that the same are required by the public necessity, or for the preservation of freight.

SEC. 2. No such corporation, company or association shall permit the handling, the loading or the unloading of freight on any road operated by it, or at any of its depots or stations within this State, between sunrise and sunset on Sunday, except from necessity or mercy.

SEC. 3. Every such corporation, company or association which shall violate any of the foregoing provisions of this statute shall forfeit and pay the sum

of two hundred and fifty dollars for any such violation, to be recovered by the State Treasurer in an action of debt on this statute.

SEC. 4. No such corporation, company or association shall transport passengers on Sunday upon any train deemed necessary according to the intent of Section 1 of this Act for less than the highest regular fare collected on week days, and no commutation, special bargain, or season or mileage ticket shall include or provide for any travel on said day, under a penalty of fifty dollars for each and every violation of this provision, to be recovered by the State Treasurer in an action of debt on this statute.

SEC. 5. This Act shall not be construed as repealing or superceding existing statutes which prohibit secular work or recreation on Sunday, except so far as it may be found in its operation to be inconsistent with them.

Approved March 11, 1887.

It became operative on June 1 of the current year, and has therefore been in operation too short a time for any one to judge as to its ultimate effect, and we can only speak of what has been done so far.

The law, it will be seen, confers large discretionary powers upon the Board of Railroad Commissioners, and gives them the power to authorize the running of trains during certain hours.

I have no information as to the original intentions of the Commissioners, except such as I have gathered from the daily press, and shall therefore use that authority.

We learn from the papers that the Commissioners at first intended to allow but very few trains, but in response to a very energetic appeal on the part of the public and the press, ("the old cry of public demand *not* played out,") did eventually authorize the running of nearly all trains that were advertised to run previous to the adoption of the law, and so far the only trains, (with a few exceptions), that are discontinued are the extra freights and wild trains, and just here comes the interesting part for the railway employes. The railroads of Connecticut in common with most eastern roads are divided into short divisions of fifty to eighty miles to double, which constitutes a day's work, thus giving the men a portion of every day or night at home. Owing to the large passenger service, the bulk of the freight business is done between the hours of 6 P. M. and 10 A. M. Under the law as enforced by the Commissioners, the men who leave home at any time after 6 P. M. of Saturday, find themselves exiled from their State and homes all day Sunday, and are not permitted to start upon their return until after sunset of Sunday, robbing them of the portion of Sunday and Sunday night which they formerly enjoyed with their families, and compelling them to work seven nights in the week instead of six, as formerly. And in addition, other men are obliged to go out Sunday night, who formerly had that night to themselves, on account of the regular men, detailed for that night's run, being held at the other end of the road, to wait for sunset.

Truly the blessings of the case so far as freight men are concerned are vogue and indistinct.

The principal argument advanced by advocates of the law was the relief which it would afford railway employes, (a worthy object always), and the secondary consideration of giving the various cities and towns along the line of the roads a quiet Sunday. But we find when the law goes into effect that all things are subordinate to the quiet Sunday, and the men get no relief.

I have not the official figures as to the exact decrease in regular schedule trains, but I know that upon the principal line of railway in the State, the decrease has been one train each way, and I know of several roads where not any were discontinued, so that I believe it is safe to say that more men are obliged to work on Sunday than ever before, and by Sunday I mean the twenty-four hours which that day is entitled to.

However, it may be in other States, (and I doubt not there are avaricious managers in some sections where competition is sharp who believe that Sunday was made for the express purpose of hauling freight.) Certain it is that in Connecticut there was no need of legislation upon the subject. The railway employes of this State have always received consideration at the hands of their officers, and have never found it necessary to call upon the legislature for aid.

Very truly yours in P. F.

A. S. OSTRANDER,  
Division No. 201.

We print in full the communication of a worthy Brother, and it shows very plain that there is something radically wrong with the law or the construction placed on it by the commissioners. We still firmly believe that legislation can be had that will bring the desired relief to those of our associates who have to work six days and often nights in a week. Our Brother in his argument says public demand is not played out, and in the assertion he evidently does not understand our position as he cites the Railroad Commissioners as having yielded to popular clamor. Companies would not listen to it a moment if they did not gain by it in some way.

We are, however, sure that officers directly in charge are doing what they can for the relief of the men but that does not give them a day's rest in seven, and we feel that with fair trial and honest endeavor on the part of all even the Connecticut law can be made a benefit to the tired railroad men. [ED.]

*INSURANCE.*

There is no one thing in the world that men generally and conductors particularly ought to be as much interested in as the matter of life insurance. The greater the danger, in the daily avocation of the man the greater his needs in this direction, and to-day there is but little reason to be advanced by any why he should not be insured in one of the many insurance associations that are now doing business in our country. The cry and oft repeated excuse of "can't afford it" is played out. We firmly believe that where there is a will there is a way. Take for an example our own insurance. The actual cost for eight months is \$14, it has cost the insured member the sum of five cents per day to carry \$2,500 insurance on his life. The average pay of conductors is not far from \$2.95 per day, and yet there are those who are delinquent because they can't afford to pay the exorbitant sum of five cents per day to carry it. Cases are of almost daily occurrence where members have been insured and become delinquent, are killed or die, and leave a widow and fatherless children with the supposition that they are to have the benefit of an insurance policy in the Order, and placing the unpleasant duty on the officers of the association of informing them of the neglect of he who has gone. Members of the Order, for God's sake, for your own sake, for the sake of your family, stop and consider, and consider it well. Please save the five cents and pay your insurance. One cigar less, one "nickle's worth of chewing" less, and you and your family will have the protection of our insurance. We are daily reminded that "there's but a step between us and death." Watch our obituary columns and you will be surprised how fast we are falling. Conductors go out in the morning well and happy, before noon the electric current flashes the sad news to his family and far distant friends, "—— is dead, killed by his own train," and with sorrowful hearts we consult the insurance register; it is with feelings almost akin to joy we find the entry giving us the information that he was insured. But many times we have to face the entry "forfeited," one year, six months, one month, and in one case only six days before. Reader! Conductor! can you imagine the feelings of those loved ones who supposed they were insured when they learn of your neglect. Would you like to be brought back face to face to them and answer the questions that they would ask you? Stop and consider ere it is too late. We all have a duty to perform in this matter. We are responsible to a higher court that the voice of our fellowman for our acts. Consider well then the responsibility and act as become men and brethren.

*INCORPORATION.*

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At last after two years of experience, considerable moving and much hard working, the Order of Railway Conductors is incorporated under the law of the State of Iowa, and legally competent to do business in any State in the Union. The Order, MONTHLY, and Mutual Benefit Department are fully organized, and they, with subscribers and members, are fully protected. The articles were signed by C. S. Wheaton, E. B. Coman, W. P. Daniels, H. Hurty, E. H. Belknap, W. C. Cross, Walter S. Sears, W. J. Durbin, J. H. Lattimer, Orange Sackett, L. R. Carver, H. A. P. Cronk, F. C. Barber, E. O. Soule, C. C. Merrill, James R. McPartland, P. A. Murphy, T. A. Alexander, F. B. Gray, N. J. Oakes, W. L. Collins, John Vigars, P. R. Kelley, and they are regularly filed with the Auditor of the State. The new charter will be furnished all Divisions with copy of the Proceedings of our Nineteenth Annual Meeting on or before August 1, the date of going into effect of all our new arrangements and laws. The Order of Railway Conductors are the first of the Railway Associations to take this step, but we will hope soon to see others follow their example in this particular, as it gives all a standing in its business relations that cannot be questioned, and a safety and surety to all its members that can be obtained in no other way. The Order can congratulate itself to-day on its standing, as it certainly has placed itself in the first rank by its incorporation.

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*TO MEMBERS.*

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All papers intended for the MONTHLY should be addressed to the editor. All matters of subscriptions or advertising should be addressed to the manager. Those who have not paid their subscription for the year 1887 will please do so at once and save both time and trouble. The list of subscribers is gradually increasing and is now double that of many railway periodicals who claim the largest circulation in the country. Let all lend a hand, and let us double our already large list. For circulars and premium list write W. P. Daniels, Manager.

*THE DARKEY'S PRAYER.*

Good Lawd, please send us a little sprinkle, 'tater tops are all gone dry,  
 De hills are all full of little seedlins, too much for the naked eye,  
 De beets am small and de peas am roasted, de radishes am all done,  
 De cauleflower am most dried up, in de rays of de shining sun

Good Lawd, de cabbage worm been cutting his eye teeth on de plant,  
 An' dar ain't any water to boil in de pot, to scald de little P. ant,  
 De 'tater bug been bery busy, an' his appetite mighty keen,  
 When de tops all gone him wait a little, den he lick de Paris green.

Good Lawd, de corn leaves am all a wiltin', de stalk look like a post,  
 De little top gallum look mighty sickly, dere ain't no ears to roast,  
 De cucumber hills look sad and sorry, de leaves am yellow and sere,  
 An' de chickens am a roostin' mighty high up, dis darkey can't get dere.

Dis cullud man carry de hod all day till his back am terribly sore,  
 An' his partner carry de mortar pail, an' de ole boss he holler more,  
 We toil all day like de good book say, we live by de sweat of de brow,  
 An' at night we sit in de dark doorway, an' we wonder if even now,

When de winter come, de bleak winds blow, de snow shall fall again,  
 How dis darkey's cellar will ever get full, if de Massa don't send de rain.  
 Den Master, please send a few little drops for each little plant and flower,  
 An' we'll nebber complain, but tank you again, if you send us a great big shower.

De well am gone dry an' de cistern too, dere is dust in de ole man's eyes,  
 An' de minister, eben, oomplained last night because he couldn't baptize.  
 Den let de clouds come 'neath de sky, dem rain drops through de air,  
 Den we'll know de good Lawd hears ebery word, and will answer dis Darkey's prayer.

An', O Good Master, what will be done, dis darkey surely don't know,  
 If de autumn come an' de rain don't fall, an' de watermelon don't grow.  
 Ebery ting look bad, an' dis heart grows sad, yah dis darkey's stomach ache,  
 For fear de possum will die wid de heat, an' no corn for de old hoe cake.

De Fourth am a coming an' den de circus, de dust am thick 'neath de trees,  
 De days am hot an' de air am sultry, an' hardly one bit of a breeze.  
 De darkey, he lub hot weather all ober, take away de rheumatic pain,  
 But for de good of de garden an' de clover, please Master, send us a rain.

De colored man am improving a leetle, his life seems to have a new lease,  
 One workin' on de street, another toatin' mail, an' de big one on de police.  
 We am bery thankful for all dese favors, I'se ready for the angels to call,  
 But I'm lying mighty low, for fear I'll have to go before I hear the rain drops fall.

I'se down on my knees, an' I feel very sinful, I'se down in de dirt so low,  
 'Kase I know very well hard times am a coming, if de watermelon don't grow.  
 I look to de east, I look to de west, I looks to de heavens ebery hour,  
 An' I pray, Lawd, make dis poor darkey happy, by sending a great big shower.

E. H. BELKNAP.





*HORATIO H. HUBBARD.*

Bro. Horatio H. Hubbard was born at Deerfield, Portage county, Ohio July 4, 1821. Died at Alliance, June 11, 1897. Was married to Jane B. Byers in the year 1843, four children being the result of this union, all of whom with his estimable wife are living to mourn the loss of a kind, loving husband and father. Bro. Hubbard entered the service of the P., F. W. & C. Ry Co. when a young man, serving in turn as Brakeman, Conductor, Train Dispatcher and Flagman of crossing (in all covering a period of thirty years.) He was a man of strong convictions, and at all times an earnest defender of the right. Was always ready and willing to contribute to all worthy causes. Was known far and near as an earnest defender of the cause of temperance, never seeming to tire working in its interest. He was an honored and respected member of the Disciple Church for forty-seven years; of the Masonic fraternity since 1862; of the old Conductors' Brotherhood, and of the Order of Railway Conductors. He was laid to rest by the rights of the Disciple Church, Masonic honors and the beautiful burial services of the Order of Railway Conductors, all working in perfect harmony throughout the services.

## YARDMASTERS' DEPARTMENT.

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PHILADELPHIA, Pa., June 14, 1887.

EDITOR MONTHLY:—The thirteenth annual meeting of the Yard Master's Mutual Benefit Association of America was held in the city of Detroit, commencing on Wednesday, June 8, and lasting two days, during which time a great deal of business of interest to the Order was transacted. A full report of the proceedings will be issued in due time to all members of the organization, which will give a fuller and more minute account of the meeting than could be possibly done in a single letter to the MONTHLY. The place of meeting was in the Council Chamber of the City Hall, which had been very courteously granted to the Association by Mayor Chamberlain for that purpose. The meeting was opened at 10 o'clock A. M., by President Carter, Bro. William Blow, of Union Division No. 12 of Detroit, offering up a suitable prayer for the occasion, after which Mayor Chamberlain, of Detroit, was introduced and welcomed the assembled Delegates in a few well chosen remarks, which was fittingly responded to by President Carter, after which the meeting settled down to business. Quite a number of lady visitors were present during the opening ceremonies, which added interest to the occasion and enlivened the proceedings considerable.

The reports of the President, Grand Secretary and Treasurer, Corresponding Secretary, and Executive Committee for the past year, were read and referred to special committees, which subsequently reported on the same, and in some cases recommended the adoption of measures recommended by the Grand Officers, looking to the general good of the organization.

Considerable discussion ensued on the reports of the Executive Committee relative to the matter of "total disability" as laid down in the Constitution, and in every case the committee were sustained in their decisions. The opinion was generally expressed that no matter how worthy and desirable it might be to assist members partially disabled, we could not conscientiously go outside of Sections 1 and 2 of Article VIII., which it was felt covered all legitimate cases by properly defining the term "disability," and granted full power to the Executive Committee, as well as specifying the proper form of application to be made by members in cases where such were required. It was felt that to take up and grant to *all* applicants who *thought* themselves entitled to benefits under the disability clause, a compensation equal to that granted in cases where the evidence clearly showed that the applicant was fairly entitled to it and which had been so recommended,

would be to open the door to not over-scrupulous persons to walk in and help themselves to the funds of the Association and cause endless and interminable trouble. A committee was subsequently appointed to take this matter up and report at the next annual meeting.

The following officers were elected for the ensuing year:

President—Edwin M. Carter, Wilmington, Del.

First Vice President—Thos. E. Gresham, Atlanta, Ga.

Second Vice President—William Blow, Windsor, Ont.

Secretary and Treasurer—Joseph Sanger, Indianapolis, Ind., (term not expired.)

Corresponding Secretary—William Baird, Philadelphia, Pa.

Sergeant-at-Arms—H. M. Butler, Pittsburg, Pa.

The meeting after two days' session in the City Hall at Detroit, finally adjourned on board the steamer Sappho, on the afternoon of Friday, June 10, to meet again on the second Wednesday in June, 1888, at Richmond, Va.

Previous to adjournment the Committee on Resolutions reported a series of resolutions thanking the various railroad companies and the Pullman and Woodruff Palace Car Companies for courtesies extended the Delegates in the matter of transportation to and from the Convention. Also thanking the people of Detroit, and particularly the members of Union Division No. 12 for the magnificent manner in which they had been entertained. Too much praise cannot be given the members of the above Division for their successful efforts in catering to the comfort and social enjoyment of the Delegates and their ladies. Even the ladies of Detroit vied with each other in their efforts to make the occasion one not soon to be forgotten by all who participated. Indeed, many affecting partings took place between those whom only a few hours before had been complete strangers to each other.

The festivities began on Wednesday evening by a moonlight excursion on the Detroit river. About four hundred guests embarked on board the steamer Sappho from the foot of Woodward avenue at 6:30 P. M., accompanied by a band of music. This boat was joined by another with an equal number of invited guests in the middle of the river about 9 o'clock p. m., and the two lashed together, with both bands combined, moved up and down the river for several hours, the lovers of dancing, from the "maiden of bashful sixteen to the matron of fifty," "tripping the light fantastic toe" to their heart's content. On the next day, Thursday, a carriage ride was taken about the city, the carriages, about forty in number, and containing about one hundred and fifty persons, leaving the Kirkwood House at 2:30 P. M. and returning at 6:00 P. M. The day was delightful, and the ride heartily enjoyed by all who participated.

But the crowning glory of the series of festivities took place on Friday, when four hundred people embarked again upon the steamer Sappho for the Star Island House, on Lake St. Clair, to enjoy the banquet tendered the visitors by the members of Detroit Division (Union No. 12, Y. M. M. B. A.) All the delicacies of the season, solid and liquid, were spread before the assembled guests, and I can assure you ample justice was done them. I will not attempt a description, as I feel that I could not do the subject justice, and will therefore leave it to your readers to judge, and to those who enjoyed it to think over, feeling assured that the latter will "drop a pearl in memory's casket" for the people of Detroit, which shall be treasured up as long as memory lasts. The following toasts were drank and responded to at the banquet, after which the guests betook themselves to the grounds and boats and enjoyed themselves strolling around, fishing, etc., until the

hour of departure arrived, when dancing was again resumed and kept up without intermission until the boat touched the wharf at Detroit and the guests separated for their homes with many regrets at parting from each other:

"Our Guests." Responded to by Mr. J. K. Wooley, of Detroit.

"The City of Detroit." Responded to by J. Q. Hicks, of Indianapolis.

"The Ladies." Responded to by H. M. Butler, of Pittsburg.

"The Yard Master's Mutual Benefit Association." Responded to by William Baird, of Philadelphia.

"Our Deceased Members." Proposed by President Carter, and drank in silence.

There were many little social excursions and jollifications not on the programme, which were none the less enjoyed on that account—social calls on some of the ladies of Detroit and excursions to Canadian soil being among the number. I am happy to say, however, that all who went to Canada returned again, a pretty good evidence of the fact that there were no bank cashiers or "Boodle" Aldermen among the number.

A small party of the Delegates on their return home stopped over a few hours at Toledo, where they were taken in hand by Bro. J. G. Parcher and treated to a drive around the city, which was very much enjoyed. An excursion down the Maumee river to Point Place, whither we were accompanied by a number of the ladies of Toledo, was very pleasant, as was also a little social call at Bro. Purritt's on the invitation of himself and lady, and which made a veritable and refreshing oasis to the tired party on their homeward journey. In conclusion, let me say the thirteenth annual meeting was one of the most pleasant ever held by the Association. The best of feeling prevailed throughout, and every one seemed to be intent on working for the good of the organization at large, no sectional feeling being exhibited by any member throughout the whole session. In social character it was also a complete success, and many friendships were established which will last as long as life lasts. On the latter score alone, if for no other reason, no person will ever regret being a member of the Yard Masters' Mutual Benefit Association.

Respectfully yours,

WILLIAM BAIRD,  
Corresponding Secretary.

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*Wm. Baird, Esq.:—*

DEAR SIR AND BROTHER: Since we parted company in Detroit—you to go east and I to go west to our different homes—my mind has been filled with anything but pleasant thoughts, thinking what we are and what we might have been, or what we may yet be if all put their shoulder to the wheel and give a long pull, a strong pull, and a pull altogether, for the welfare of our beloved association. If I was told to start four Sections of No. 16, and abandon No. 18, switch this car here and that one there, I would know at once what course to pursue; but when I am asked to write a letter for publication, my very soul is filled with horror, my nerves become unstrung, my hand trembles, my brain is palsied as it were with fear for that demon called criticism. But when I look around me and see the apathy of a majority of the members of our association, my fear vanishes like thistle blossoms before the wind, like snow under a July sun, my hand becomes firm and my brain clear, and something tells me wake up, reach out, and then and there my mind is made up to ask

the Yardmasters of America, "Are you members of the Y. M. M. B. A.?" If not, why not? It is a duty you owe your family, yourself, and your God to prepare for the inevitable, while in health prepare for sickness, accident and death, for it will sooner or later overtake you, merely a matter of time, but sure to come in some shape or other.

Our association is not only beneficial for its insurance, but also for bettering our condition morally and socially; and with our superior officers it is also good when you are out of employment to be a member of our association, for I (speaking for myself), would strain a point to put a Brother Yardmaster to work, while I might be unable to find anything for a man to do that did not belong to the association.

In my experience (and I have come in contact with a good many railroad men) it is seldom I see a member of the Y. M. M. B. A. out of employment, when he is in search of it. Now, some may say, it is too expensive, I cannot afford it. In answer to this I would like to ask, can you afford to lose hand, foot, or your life for what it would cost you? In other words, can't you deprive yourself (for the benefit of your family) of one cigar or a glass of lemonade per day? If you can, the enigma is solved. By so doing you can carry our insurance, (which is the cheapest on earth), receive all the benefits to be derived from a membership in our association, and—take the heaviest year we ever had (last year)—still have a balance left to your credit, to say nothing of the peace of mind you would have.

Now my friends be candid, don't you love your wife, mother or children (as the case may be) more than five cents a day? Of course you do. Then why delay, why not come now before it is too late.

To-night when you go home ask your wife if she would not like a present of one thousand dollars in case you were taken away. (I can hear her say, certainly.) Then take her advice, and if each Yardmaster in America would do this, when we meet in Richmond next June, instead of having thirteen hundred members, we would have thirty hundred. Take the advice of the ladies every time for it is an exceptional case where they have ever given bad advice. In conclusion I will say *come*. All Yardmasters or Assistant Yardmasters with a year's experience and under fifty years of age all are welcome; also ex-Yardmasters when they are not in saloon business or holding positions inferior to that of an Assistant Yardmaster, you will cordially be made one of us. One thing more—this to our members—you are not treating our official journal as they treat you; they could have sold the space allotted to our department in the past three for twice, yes three times the amount we have paid them, for advertising. This is not right. My parting advice is to all Yardmasters, first become members of our association, then subscribe for the O. R. C. Journal, and if you will not join us send one dollar and twenty-five cents for the Journal anyhow, and believe me to be a friend of all who are friends to themselves.

Truly yours,

J. Q. HICKS.

## MENTIONS.

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—Secretary of No. 11 is requested to correspond with Bro. F. L. Strong, Fountain City, Ind.

—We are glad to record the completion of our new offices, and we are settled again. Call and see us.

—We have in prospect Divisions of the Order at Norwich and Newark. N. Y., Streator, Ills., St. Johns, N. B., Vicksburg, Miss., and Fremont, Neb.

—We have just received advice that Bro. A. W. Weber, of No. 67, was killed at McGregor, Iowa, on June 18. He was insured, holding certificate No. 3589.

—Mr. James Morton, the genial ticket agent of the B. C. R. & N. Railway, has just returned from the Black Hills country. He favored us with a call last week.

—Our readers are requested to note the advertisement of the old reliable house of E. A. Armstrong, manufacturers of uniforms, regalias, and society goods of every description.

—Brothers Hurty and Lattimer, members of the Board of Directors, failed to put in an appearance at the meeting on July 12. However, we had a quorum and the work was well done.

—C. L. Dunham, Superintendent, Union Depot, Kansas City, Mo., is spending his vacation at Sparta Lake, Minn. During his absence Bro. A. W. Williams is acting Superintendent.

—Brother A. F. Frahan, Secretary of El Capitan Division, No. 115, would like to know the whereabouts of Bro. W. A. Dunn, of his Division. When last heard from was at Eagle Rock, Idaho.

—The richest man in Chattanooga is Bro. R. B. Stegall. Cause—twins—boy and girl. The MONTHLY extends congratulations to the happy father and mother. "May they all live long and prosper."

—Brother Walter S. Sears, chairman of our Mutual Benefit Committee, was taken seriously ill Wednesday night, July 13, and could not leave his room until Saturday. On Sunday he departed for his home in Adrian, Mich.

—We are pleased to note the promotion of Bro. Shults, of No. 109, to the trainmastership of the fourth Division, N. Y., P. & O. R. Bro. S. has been in the service for twenty-five years, and his promotion was a deserving one.

—We are in receipt of two communications signed with non deplume—no name given. We cannot print them. They are both mailed from St. Louis, Mo., and so headed, and relate to the acts of a man on the St. L., I., M. & S. Railway.

—The O. R. T. held their annual meeting in Chicago in June. The resume of its proceedings are before us. The Telegraphers are entitled to great credit on account of their success. The reports of their Grand Officers show a very flourishing state of affairs. The organization will soon become one of the strongest in the service. We congratulate our neighbors on their success.

—Will Bro. John Gentil, formerly of the C., B. & Q. Railway, later of the Milwaukee, Lake Shore & Western, please stand up and answer when the Secretary of No. 46 calls his name. When he does so he will hear something that will interest him.

—The State Executive Committee for District No. 2 are W. W. Pardee, chairman; H. S. Beers, secretary, and D. J. Ewell. This District was first in with their notice of election. Several States elected on July 17. Notices not yet received.

—Brother Coman has been rustivating with tack hammer and grip in Ohio the last weeks in July. Bro. Ed is not looking well and has not yet recovered from the changes incident to his Southern trip. We hope to see him soon put out on his all-time look.

—The Page House at Hormellsville has been thoroughly refitted and re-furnished, an addition has been built, and it is to-day one of the finest hotels in Western New York. Messrs. Gillies & Hurty will make it pleasant for all who go that way. Give them a call.

—We were in receipt of an invitation to attend the Union meeting of the B. of L. L. held in New York City in June. It came too late, however, for our attention. We are glad to note the grand success of organization, and commend the addresses of all present to all railway employees.

—Bro. A. Johns, C. C., of Frontier Division No. 189, in company with Bro. D. Stewart, of Union Division No. 13, are on a three months' holiday trip in Europe. Their many friends wish them a safe return, as they were no doubt eye-witnesses of the Queen's jubilee celebration in London.

—The condition of the mercury will indicate to our members the difficulties that surrounded the Board of Directors on the occasion of their first meeting in the General Office on July 12. Tuesday, 96°; Wednesday, 99°; Thursday, 100°; Friday, 98°; Saturday, 106°; and so on, the end is not yet.

—Passenger conductors and brakemen on the Chicago & Northwestern Railway donned their new uniform July 1, and we must say that it makes a decided improvement in the general appearance of the trainmen. The uniform is navy blue with coat of sacque pattern, caps same as the old regulation.

—We are in receipt by the hand of Bro. C. F. Hammond, secretary, of an invitation from Division No. 157, to participate with them in an excursion on Sunday, July 24. We should be glad to join the Brothers but business will not permit. We shall hope that the occasion will be both pleasant and profitable.

—In an official notice dated July 15, Mr. S. K. Hooper, General Passenger Agent of the Denver & Rio Grande Railway, appoints Bro. L. B. Eveland Traveling Passenger Agent for that company, vice W. T. Hayes resigned. His headquarters are at Kansas City. Bro. Eveland is a worthy member of Kaw Valley Division, No. 55.

—Inquiry is made for B. F. Young, usually called Frank Young; was last heard from in St. Louis in September last, when he left there intending to go to Fort Worth, since which time nothing can be learned of his whereabouts. Any one knowing anything of him please send information to his brother, S. C. Young, 222 Gravelin St., New Orleans, La.

—We have been pained to learn of the distressing accident that happened at the crossing of the M. C. R. C. S. Div. and G. T. R. at St. Thomas, Ont., which is attributed to the failure of the automatic brakes to work properly. Bro. Matlock, of No. 16, is among the injured. This accident presents another argument in favor of safety switches at all grade crossings.

—Our correspondent from Spragueville, Texas, inform us of the death of Bro. W. D. Bonfy. He was hurt at Houston, Texas, and suffered amputation of his leg. Bro. Bonfy was a member of Division No. 132 at Selida, Colo., was twenty eight years old, fourteen of which had been spent in railway service. Mrs. Laura Lawton is entitled to the thanks of the members of the Order for her kind care of Bro. Bonfy during his last hours. He was not a member of our Mutual Benefit Department.

—Brother S. F. Stevens, North Adams, Mass., wishes to procure copies of the passenger tariff used on every road in the United States and Canada. Will each Division Secretary please procure a copy of that used by all roads on which the Division have members, and send to him, he will be glad to pay any expense that you may incur if you will accommodate him.

—The Louisville & Nashville passenger department issues a neat little pamphlet called the *Gulf Coast*, "the Sportsman's Paradise." Sportsmen wishing a favorable location to experience the delights to be had with the breech-loader or the split bamboo should write to George L. Cross, Northwestern Passenger Agent, No. 105 Washington street, Chicago, for a copy.

—We are glad to note that the "boys" are keeping the Hart & Duff Hat Co. busy, and that they are unable to keep pace with the orders received. They are a liberal, energetic firm, and if you need anything in the way of light railway supplies from a brass button to a straw cap or a ticket punch, they will furnish it at a reasonable price. By the way, every Division that expects to appear in public should provide its members with the new uniform cap.

—We are in receipt by the hand of Bro. Kilpatrick, Chief Conductor of No. 1, Chicago, of a neat invitation to attend the Third Annual Excursion of that Division to Kankakee, Ills., on Sunday, July 31, 1887. We would be willing to guarantee everyone who attend a royal good time. We shall be unavoidably absent, but wish all a pleasant and profitable trip. Bros. Conners, Loomis, Sadd, Carran, and Rexinger, of the committee, will see all well cared for.

—The inter-state law works well for teamsters in Elmira, if for no others. C. M. Crandall had fifty packing cases sent from that city to Waverly a few days ago, by rail, and the cost for freight was so great that he concluded to have the others drawn by a team, so one day this week he had one hundred cases brought here by wagon, and it cost him less than the freight did on the fifty, and they were larger than the first lot. When a teamster can carry freight twenty miles in competition with three railroads, and deliver at less than half their charges, and make money at it, does it not show conclusively that there is need of a revision in rates?—*Waverly Free Press*.

—We are in receipt of an invitation from the committee of Division No. 83 inviting us to the reunion of No. 83, at Glenwood Park, Galesburg, Ills., on July 23. We would like to be present and enjoy the pleasures of the occasion, but fear we cannot on account of press of business. The following are among the amusements: Foot race of one mile, three best in five, for gate receipts and a medal, which will be made at the brick and tile works. Contestants: Bros. Childs of 31, Potter of 21, Coons of 81, and Belknap of 83. A pie eating match of forty pies: Bros. B. McPartland of 31, Cook of 81, and Reese of 97; Cross of 31 to umpire and get every other bite. Bro. Bloom of 83, will illustrate the art of getting hot water out of the tank containing cold-water.

—On March 4, John T. Hall, a passenger Conductor on the R. & C. R. R., died, leaving a widow and several children. He was a member of Division No. 143, of the Order of Railroad Conductors, and was insured to the amount of \$2,500. On Monday the representatives of the Order called on the widow and handed her a check for \$2,500. The deceased had been insured only a comparatively short time before his death, and the net cost to him of his insurance was less than \$25.

This should impress the value and importance of this kind of insurance. There are about sixty railroad Conductors in Columbia who are eligible to membership. Of these only thirty-eight belong to the Order, and only thirty are insured. From the hazardous nature of their employment, the rate of insurance in the ordinary life insurance companies is necessarily high. But in this Order, and in this kind of insurance, all the Conductors stand on an equality, and every one one who neglects thus to provide for his family, is negligent in the extreme, and can have no excuse to justify his negligence and indifference.

The Order is one of the most useful and best conducted in the country, and its objects, influence and advantages are commended to every Conductor in the railroad service.—*Columbia Spy*.



—Address of Economy Club is 108 Lake street, Chicago, Ill. Subscribers to the MONTHLY should remember it.

—We would have been glad to get a breath of the strong air of the old Atlantic with the Brothers of No. 170, and enjoy their annual excursion with them on Thursday, Aug. 18, but too much business prevented.

—We have been repeatedly asked where the li' hôtographs seen in many Division rooms of the Grand Chief Conductor were made. J. H. Ryder, 211 Superior street, Cleveland, Ohio, has the plates, and is prepared to furnish either size at \$2 for large and 50 cents for small ones.

—The meeting of the State Executive Committee for the State of New York was held in Syracuse, N. Y., on Sunday, July 17. Bro. Wm. M. Morris was elected Chairman; Howard Evans, Vice Chairman, and C. E. Weisz, Secretary. Bro. Weisz is Grand Junior Conductor of the Grand Division.

—At the meeting of Chairmen of Division committees for the Divisions in the State of Pennsylvania, Bro. C. W. Evarts, of No. 32, was elected Chairman, and Bro. T. S. McWatson, of Division No. 187, Secretary. An Executive Committee was elected as follows: Bros. C. W. Evarts, 32; Geo. W. Miller, 114; G. S. Mitchell, 172; S. T. Keller, 143; Thomas Summerton, 129; J. D. Johnson, 147, and J. Rummell, of 152. All good selections.

—The attention of all members of the Order is called to the advertisement of Bravo & Keyes on the inside cover page of this number. You are all interested in this cigar, as the firm pay into the treasury of the Order a percentage on all goods of this kind sold, and it can be made a large amount if all lend a hand. See that they are introduced in all towns where you run. There is no reason why the Order should not receive \$1,000 this year from its sale. Try them. We think they are good.

—The following explains itself, and we congratulate the Brother on his promotion: Palestine, Texas, July 12, 1887.—Mr. T. L. Holmes having resigned to accept a position elsewhere, Bro. W. B. Mulvey is hereby appointed Train Master in charge of the Palestine, Houston and Galveston Sections, Huntsville and Columbia Branches and Trinity & Sabine Railway, with office at Houston, Texas. Appointment to take effect this date. W. H. Boyd, Master of Transportation. Approved: H. G. Fleming, Superintendent.

—“It is said that Conductor Mart Skellinger and crew have been laid off indefinitely. The cause was failing to stop No. 8 at the depot yesterday, but allowing it to whiz down below Church street.” We clip the above from the *Elmira Gazette*, and it presents another case of Dutch justice. Mart, you should always have your automatic in order and steam up, so if your engineer forgets he has a brake, use yours, and if steam fails, go right out and pull the train. In a word, be ever ready to do everything every one else fails or forgets to do, and you will escape suspension and become a model Conductor.

—In St. Patrick's Church in Denver, at 8 P. M., June 22, 1887. Bro. J. W. Ryan, night Yard Master of the Union Pacific Railway, and Miss Lillian Hennix were united in the bonds of wedlock. After services at the church, the bridal pair, with several intimate friends, repaired to the home of the bride, where a sumptuous repast was spread. After the duties were performed at the table, the party proceeded to the brilliant parlors, where enjoyment reigned supreme until the wee small hours were approaching, when Bro. Ryan and wife bid adieu to the marriage feast and hied themselves away to their home, No. 2202 Champa street, where Bro. John proceeded to install Mrs. Lillian as superintendent and general manager until further orders, and approved by yours truly, in P. F. B.

The MONTHLY desires to congratulate the happy couple, and particularly Mrs. Ryan, on securing as worthy a protector as “Jack.” We remember well the commencement of his railroad life on the old N. C. R. We have known him long and well, and know whereof we speak when we say he is one of the best.—Ed.

## RAILWAY CONDUCTORS' MONTHLY.

## OFFICE OF RAILWAY CONDUCTORS---INSURANCE DEPARTMENT.

56 Third Avenue,

CERTIFICATE NO..... Cedar Rapids, Iowa, August 1, 1887.

## NOTICE OF ASSESSMENTS NOS. 88, 89, and 90.

Due immediately and Membership forfeited if not paid before September 30 1887.

N. B.—No second notices are sent hereafter.

## NO ASSESSMENT FOR JULY.

No record of benefits paid from assessments Nos. 83, 84, 85, 86 and 87 can be given on this notice, as time for payment does not expire until August 15th.

## CLAIMS APPROVED FOR PAYMENT.

Ass't No.	To Be Paid To	For	Of	Cause.	Date.	Cert. No.	Div. No.
88	J. H. Curtis,	Dis.	J. H. Curtis,	Loss of hand,	May 2,	3428	33
89	W. T. Price,	Dis.	W. T. Price,	Accident,	June 3,	1764	77
90	Expense account, for expenses of Department.						
	Surp. Flora Henson,	Death	Joseph Henson,	Apoplexy.	March 28,	1703	161

Please forward \$3.00 immediately unless a different amount is stamped in red ink.

All whose Certificates are dated on or before July 15th are assessed for the expense account, and the proceeds of this assessment is to be used for conducting the business of the Department, instead of being paid by the Order as heretofore.

WM. P. DANIELS, Treasurer.

—The following Circular has been issued from the General Office by the Executive Committee:

CEDAR RAPIDS, Iowa, July 18, 1887.

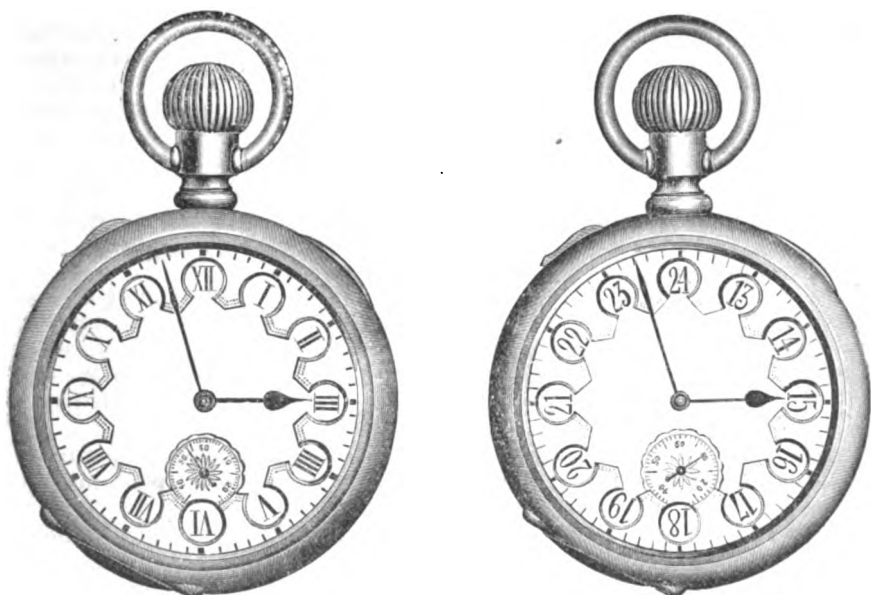
BROTHERS:—In accordance with the law, your Executive Committee met at the headquarters of the Order in Cedar Rapids, Iowa, on Tuesday, July 12, to examine the books and accounts of the Grand Secretary and Treasurer, and report to you the financial standing of the Order. After a careful and exhaustive examination of the books, checking the vouchers, requisitions, bills, &c., we find them approximately correct. A few clerical errors were found which have been corrected. Herewith find a statement of the cash account, January 1 to June 30, inclusive:

Cash on hand January 1 .....	\$	275.97
Cash received January 1. to June 30, inclusive, Order .....	\$18,490.41	
Cash received Jan. 1, to June 30, inclusive, Insurance .....	50,871.50	69,361.91
<b>Total</b> .....		<b>\$69,637.88</b>
Disbursed as per vouchers, Order .....	\$15,957.69	
Disbursed as per vouchers, Insurance .....	45,000.00	69,957.69
<b>Balance on hand, Order</b> .....	<b>2,808.69</b>	
<b>Balance on hand, Insurance</b> .....	<b>5,871.60</b>	<b>8,680.19</b>
<b>Total</b> .....		<b>\$69,637.88</b>

Your committee find the General Offices of the Order pleasant, convenient and roomy; far more comfortable than ever before, and seemingly at a moderate rental. We can see no reason why the Order should not prosper even beyond our highest expectations. Within a few days the incorporation will have been carried into effect, placing us on a legal basis with other corporations.

With the hope that every Brother will feel it more than ever before, both a pleasure and a duty to act a Brother's part in every respect, we are

Yours very truly in P. F.,  
H. HURTY, E. H. BELKNAP, W. C. CROSS,  
Executive Committee.



*TWENTY-FOUR O'CLOCK.*

We show herewith cuts representing the practical application of the Giles' automatic shifting dial, a device which seems to offer a simple and practical solution of the most serious objection to the 24-hour system. The watch has a stationary scalloped ring around the dial. The dial itself shifts automatically and has two sets of figures, one of which shows in the scalloped openings, the other set being hidden between. The watch runs from 1 o'clock A. M. to 1 P. M.—or from 1 to 13 o'clock—and then by means of simple mechanism connected with the dial wheel, the dial changes instantly, and the figures 13 to 24 become visible, those from 1 to 12 disappearing. Thus you have the time from 1 to 24 and will have the same dial with the figures in the old familiar way, which does away with the confusion of double rows of figures or a set of figures reading "1 to 24," either of which is very confusing and annoying. A spring can be touched and the dial will stand from 1 to 12, as usual, so that the owner can have his choice of 1 to 12, or to 24 o'clock. With this device in use a railway can adopt the 24-hour system, and its employees can have their watches run on the 24-hour system while on the road, and in the old way when in town, and the communities along the line can use it or not as they choose. Thus the violence to sentiment embodied in a radical and arbitrary change of the old familiar timepiece would be avoided.

This device is gotten up by Giles Bro. & Co., the authors of the "time inspection service," who are devoting considerable time and energy to the perfecting of railway time service. It can be applied to any watch, and the application when once in general use will cause watchmakers and manufacturers to make their watches with the attachment with but very little greater cost than at present.

In this connection it may be noted that Mr. Giles' system of time inspection, which was explained by him to the recent time convention in New York, seems in a fair way to become widely employed. It has been adopted by the Wabash, Michigan Central and Canada Southern, Cincinnati Southern and associate railways, and the Chicago & Northwestern, and is being considered by the other principal roads, and it is stated will soon reach from the Atlantic to the Pacific.—*Railway Age*.

## LEGAL.

Edited by R. D. Fisher, Indianapolis, Ind.

### CXLII.

*Railway Train—Riding on Platform—Ejection by Conductor and Brakeman*—Where trespasser took passage upon defendant's train and occupied a position upon the platform, where, by the rules of the company, none were allowed to ride, and upon his discovery he was forcibly ejected from the car while in motion and thereby suffered injury, in an action to recover damages it was

*Held*, That the conductor of, or a brakeman upon a railway passenger train has authority to remove, in a lawful manner, a trespasser upon a platform of a car; it is implied and is incident to his position.

*Held*, That the fact that the conductor or brakeman acts illegally in removing such trespasser does not exonerate the company from liability. The company will be liable for its servants' acts in the scope of their employment. A person cannot be thrown from a railway train in motion without the most imminent danger to life; and although he may be justly liable to expulsion, he may lawfully resist an attempt at expulsion in such a case.

Hoffman v. N. Y. C. & H. R'y Co. 87 N. Y. 24.

### CXLIII.

*Negligence—Personal Injury—Contract to Relieve Company of Liability*—In an action to recover for an injury suffered by a brakeman, wherein the defendant plead the general issue and filed an agreement whereby the employee contracted to relieve it from all liability. The court on appeal

*Held*, That an agreement entered into by one with a railroad company upon being employed as brakeman to take upon himself all risks incident to his position on the road, and not to hold the company liable for any injury he may sustain by accident or collision, by defective machinery, or carelessness, or misconduct of himself or any other employe of the company is not binding; and a contract by a waster against his own negligence is void as against public policy.

Little Rock, etc., R'y Co. v. Eubanks, Arkansas, S. C., March 12, 1887.

NOTE.—Ohio, Kansas, Indiana, and Massachusetts Supreme Courts have recently decided the same question in the same manner and on the same grounds.

### CXLIV.

*Duty to Passengers—Accommodations at a Station—Negligence—Damages*—It is the legal duty of railway companies as carriers of passengers to provide platforms and other accommodations for passengers who desire to take their trains at stations where passengers are usually taken on or put out; to furnish safe and proper means of ingress and egress to and from trains, platforms, station approaches, etc.; and to furnish sufficient light to securely guide the way and the steps of their passengers, as well as servants, necessary to inform

them and instruct them as to the location of the trains, and as to the usual and safe mode of reaching them.

Where this rule, which courts most rigidly enforce, is violated by a company, which for any reason leaves one or more coaches of a railway passenger train outside of the depot yard or station grounds, at which the train stops to take on and put off passengers.

*Held*, That a railway company is responsible for injury received by a passenger seeking to board one of its trains at night, who finds no one to inform him how to reach the sleeping car attached to the train, which is left standing outside of the yard, where in his attempt to reach it he suffers injury by reason of defective light, etc.

*Held*, That it is not contributory negligence in a passenger who goes outside of the station yard to enter his desired coach, when that coach is left outside, where a sidewalk erected by and under the control of the company leads directly to said coach.

*Moses v. L., N. O. & Texas R'y Co., S. C., of La., May 23, 1887.*

**NOTE.**—Courts of last resort uniformly declare it to be the company's duty, for the humane protection of persons, to not only furnish ample and sufficient lights to safely guide their passengers to and from such trains, platforms, stations and approaches, but make such circumstances also exact the obligation of procuring the employees and other servants necessary to inform and escort passengers to the correct location of their trains, and to instruct them as to the safest mode of reaching and boarding them. See *Peniston v. Railroad Co.*, 34 Ann. 771, and numerous cases therein cited.

#### CXLV.

*Master and Servant—Negligence of Vice Principal—Contributory Negligence*—Where a railroad sectionmaster, duly authorized to hire, direct, and discharge the hands of his section, suddenly ordered a new section hand, in the course of his employment, to jump from a swiftly moving train,

*Held*, In an action by the section hand to recover for the injuries thereby sustained, that the railroad company was liable.

The evidence showed that the command was given and promptly obeyed by the servant without hesitancy.

*Held*, Such a command to be rash, negligent, unreasonable, and unwarranted; that the danger to be encountered in obeying it was not so manifest or so great as under the circumstances to render a prompt obedience to it contributory negligence on the part of the servant. An ordinary laborer on railroads with ordinary experience might make such a leap without injury. He might not unreasonably believe that he could, taking proper care, and especially so when commanded to do so by a railroad employe of long experience, who had the right to command him in the cause of his duty. While to jump from a rapidly moving train is very hazardous, and ordinarily to do so is negligence, it is not contributory negligence where the plaintiff, a servant on the railroad, is suddenly commanded by his employer or his agent to do so in the course of his employment, and the command is at once obeyed from a sense of duty and without waiting to think of and consider the hazard. Where a servant had but a moment to think of duty, a moment to think of danger, he may suddenly and not unreasonably believe that the command is a proper one that he ought to obey it, and under such circumstances the law attributes the injury to the negligence of the vice principal employer.

*Patton v. Western North Carolina R'y Co., N. C., S. C., April 11, 1887.*

**NOTE.**—This is an exceptional decision. The higher courts generally hold that a servant has no right to obey an unreasonable command, a command which a man of ordinary care has cause to believe is the least hazardous, if so they contribute to whatever injury may follow.

## *In Memoriam.*

**Cooley.**—WHEREAS: It has pleased Almighty God in his infinite wisdom to remove from our midst our honored and beloved Brother, George W. Cooley, and

WHEREAS: The pleasant and intimate relations which for many years he has held with us make it eminently fitting that we should place on record our feeling of brotherly love and regret for his loss. Therefore, be it

*Resolved*, That the members of Division No. 38, Order of Railway Conductors, desire to express their sense of bereavement and grief at the loss of one of their most faithful members. And be it further

*Resolved*, That we sincerely sympathize with the relatives and near friends of our late beloved Brother, and that we respectfully commend them for consolation to the Divine power which though sometimes inscrutable in its dispensations, yet doeth all things well, feeling sure as to them, as to us, there is comfort in the knowledge that the deceased was not only honorable and manly in all respects, but was also a devoted Christian. And be it further

*Resolved*, That in token of our sorrow at the death of our Brother, Division No. 38, O. R. C., drape their hall in mourning for thirty days. And be it further

*Resolved*, That these resolutions be spread upon the records of the Division, and a copy be sent to the family of the deceased as a testimonial of our grief and sympathy, also a copy sent to the RAILWAY CONDUCTOR'S MONTHLY for publication.

HARRY FOX,  
W. H. GIVEN,  
L. R. CARVER,  
Committee.

*Des Moines, Ia.*

**Reed.**—At a regular stated meeting of Division No. 24, Y. M. B. Association, held May 13, 1887, the following resolutions were unanimously adopted:

WHEREAS: It has pleased Almighty God in his infinite wisdom to remove our late Brother, John C. Reed, of Union City, Ind. Therefore, be it

*Resolved*, That, while we recognize the infinite wisdom of God in this act, we do also realize our own loss of one who was a worthy example, and though dead to us now, yet a living argument for our future guidance.

*Resolved*, That we tender to the relatives of our deceased Brother our most sincere sympathy and that we remind them of the blessed hope of an everlasting reunion in that home not made with hands, eternal in the heavens.

*Resolved*, That a copy of these resolutions be presented to the family of our deceased Brother, and that they be entered upon the minutes.

H. M. BUTLER,  
A. K. NORRIS,  
JNO. F. BANNON,  
Committee.

*Pittsburg, Pa.*

**Jackson.**—Died at Dubuque, Iowa, July 3, 1887, C. N. Jackson. Division No. 67 adopted the following, Sunday, July 10:

WHEREAS: It has pleased God to remove from our midst our beloved Brother, C. N. Jackson, who died at his home in this city, July 3.

*Resolved*, That while submitting with patience to the will which has deprived us of his presence in a way we cannot question, we deeply feel the absence of one who has been so long with us and by his many noble qualities had become dear to us.

*Resolved*, That in his death we recognize the slight thread that binds us to earthly things, and that the danger of our calling should make us more friendly, united by those ties of friendship which binds us together.

*Resolved*, That our hopes extend beyond this life for his happiness, in a firm belief that there exists a better state in the long eternity toward which we are fast drifting.

*Resolved*, That to him family we extend our sympathy and condolence in this, their hour of sorrow.

*Resolved*, That a copy of these resolutions be sent to the family of our late Brother and publish in a paper and that a copy be sent to the CONDUCTOR'S MONTHLY for publication.

Per order of Division.

I. H. KEEPERS,  
Secretary.

*Dubuque, Ia.*

# THE RAILWAY CONDUCTORS'

## MONTHLY.

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HIRAM HURTY.

*HIRAM HURTY*

Was born at Lowville, Lewis county, N. Y., on August 12, 1829. His father was a farmer, and this Mr. Hurty accepted as his vocation until he was eighteen years of age. When about twelve years of age Mr. Hurty's parents moved to Cuba, Alleganey county, N. Y. During the period of his life between eighteen and twenty-four spent his time on the farm in summer and in winter taught school. On March 12, 1854, he entered the service of the Erie Railway as brakeman with conductor Ira Post which is a very familiar name to all living along the line of the "Old Erie Line." Mr. Post is still in the employ of that company and located at Susquehanna, Pa. Mr. Hurty was promoted to a conductorship on January 6, 1855, and served as conductor continually until July, 1886, a period of over thirty-one years. During the last eighteen years of his service Mr. Hurty was in charge of trains 12 and 3, running between Elmira and Dunkirk, and they can justly be called the heaviest trains in this country, his co-laborers on this run being Messrs. Ryerson H. Stuart and James Martin, the latter being still in the service. Mr. Hurty was married December 9, 1855, to Miss Lorette F. Putman, and and their family consists of Jim M. and Lora. The former is connected with the Mo. P. Railway at Sedalia, the latter at home with her parents.

Bro. Hurty became a member of Division No. 28 at Hornellsville, N. Y., in 1881, and on its surrender was transferred to Elmira Division, No. 9, on September 24, 1882, and was elected delegate to represent that Division in the Sixteenth Annual Session of our Grand Division held at Kansas City on October 16, 1882, and again on October 21 was seated as delegate from the same Division in the Seventh Annual Session held in Boston, Mass., and was there elected on first ballot member of the Executive Committee to serve three years, by a vote of 110 out of 150 cast for all, and is now chairman of the above named committee. As a conductor Mr. Hurty was prompt and fearless in the discharge of every duty, never costing the company a dollar through any negligence or carelessness on his part while in the service. As a member of our Order you find the same peculiarities prominent, and we believe that few in this life possess a larger circle of friends than Bro. Hurty.



*TRUTH.*

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"Thousands there are who never think a noble thought,  
And pass away to leave no foot-prints on the sands of time."

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In that season of the year when the serenity of the sky, the various fruits that cover the ground, the discolored foliage of the trees, and all the sweet but fading grace of inspiring autumn, opens the mind to benevolence, and dispose it for contemplation. The young man finds himself wandering in a beautiful and romantic country, till curiosity begins to give way to weariness, he sits himself down on the fragment of a rock overgrown with moss, where the rustling of the falling leaves, the dashing of waters, and the hum of the distant city soothes his mind into a most perfect tranquility sleep, insensibility stole upon him as he was indulging the agreeable reveries which the objects around him naturally inspired. He immediately found himself in a vast extended plain in the middle of which arose a mountain higher than he had before any conception of, it was covered with a multitude of people, many of whom pressed forward with the liveliest expressions of ardor in their countenance though the way in many places steep and difficult. He observed that those who had just began to climb the hill thought themselves not far from the top; but as they proceeded new hills were continually rising to their view, and the summit of the highest, they could before discern, seemed but the foot of another till the mountain at length appeared to loose itself in ethereal space above the clouds. As he was gazing on these things with astonishment and the difficulties which beset his pathway, a friend suddenly appeared. "The mountain before you," said he, "is the hill of science. On the top is the Temple of Truth, whose head is above the clouds, and a vale of pure light covers her face." After he had noticed a variety of objects he turned his eyes towards the multitudes who were climbing the ascent, and observed among them a youth of a lively look, and a piercing eye, and something fiery and irregular in all his motions. He darted like an eagle up the mountain, and left his companions gazing after him with envy and admiration, but his progress was unequal and interrupted. When pleasure warbled in the valley, he mingled in her train. When pride beckoned towards the precipice, he ventured to the tottering edge. He delighted in devious and untried paths, and made so many excursions from the road that his feebler companions often outstripped him; he observed the muses behind him with partiality, but Truth often frowned and turned aside her face; he was continually solicited to turn aside by a numerous crowd of appetites, passions, and pleasures, whose importunity, when once complied with,

they became less and less able to resist, and though they often returned to the path, the asperities of the road were more severely felt, the hill appeared more steep and rugged, the fruits which were wholesome and refreshing, seemed harsh and ill-tasted, their sight grew dim, and their feet tripped at every little obstruction; he saw with some surprise, that the muses whose business it was to cheer and encourage those who were toiling up the ascent would often sing in the bowers of pleasure, and accompany those who were enticed away at the call of the passions. They accompanied, however, but a little way, and always forsook them when they had lost sight of the hill. The tyrants then double their chains upon the unhappy captives, and lead them away without resistance to the cells of ignorance, or the mansions of misery. Amongst the innumerable seducers, who were endeavoring to draw away to votaries of Truth from the path of science, there was one, so little formidable in her appearance, and so gentle, and languid in her attempts, that he should scarcely have taken notice of her but for the numbers she had imperceptibly loaded with her chains. Her touch had a power like that of a torpedo which withered the strength of those who came within her influence. Her unhappy captives still turned their faces toward the temple and always hoped to arrive there, but the ground seemed to slide from beneath their feet, and they found themselves at the bottom before they suspected they had changed their places. The placid serenity which appears to their countenance changed by degrees into a melancholy languor, which was tinged with deeper and deeper gloom as they glided down the stream of insignificance into a dark and sluggish water, which is curled by no breeze, and enlivened by no murmur, till it falls at last into a dead sea where startled passengers are awakened by the shock, and the next moment buried in the gulf of oblivion. Such the life of those who never think a noble thought. Such the death of those who leave no foot-prints on the sands of time.

But we must turn away from those dark and uncertain grounds to some spot where the human mind shall receive some ray of light. There is a common saying which has a better turn of sense in it than what we often hear in the mouths of the vulgar, that customs is a second nature. It is indeed able to form the man anew and give him inclinations and capacities altogether different from those he was born with. A person who is addicted to play or gaming, though he took but little delight in it at first, by degrees contracts so strong an inclination towards it, that it seems the only end of his being. The love of a retired or busy life will grow upon him insensibly, as he is conversant in the one or the other till he is utterly unqualified for relishing that to

which he has been for some time disused. Nay, a man may indulge in those habits common among men and society, till he is unable to pass away time without it, not to mention how our delight in any particular study, art, or science rises and improves in proportion to the application we bestow upon it. Thus what was at first an exercise, becomes at length an entertainment. Our employments are changed into diversions. The mind grows fond of those actions it is accustomed, and is drawn with reluctance from those paths in which it has been used to walk. If we attentively consider this property of human nature, it may instruct us in very fine moralities. I would have no man discouraged with that kind of life, or series of action in which the choice of others or his own necessities may have engaged him. It may perhaps be very disagreeable to him at first but use and application will certainly render it not only less painful, but pleasing and satisfactory. The voice of reason is more to be regarded than the best of any present inclination, since inclination will at length come over to reason, though we can never force reason to comply with inclination. This observation may teach the most sensual and irreligious man to overlook those hardships and difficulties which are apt to, discourage him from the prosecution of a virtuous life. The Gods, says Hesiod, have placed labor before virtue. The way to her is at first rough and difficult, but grows more smooth and easy the further we advance in it. The laurels of the warrior must at all times be dyed in blood and bedewed with the tears of the widow and orphan. But if they have been stained by rapine and inhumanity, sordid avarice has marked his character, or law and gross sensuality has degraded his life, the great hero sinks into a little man. What at a distance or on a superficial view we admired, became mean, perhaps odious when we examine it more closely. It is like the colossal statue whose immense size struck the spectator afar off with astonishment, but when nearly viewed it appears disproportioned, unshapely and rude. Observations of the same kind may be applied to all the reputation derived from civil accomplishments, from the refined to the politics of the statesman or the literary efforts of genius and erudition. These bestow, and within certain bounds ought to bestow, eminence and distinction on men, they discover talents which in themselves are shining and which may become highly valuable as a nucleus around which a few noble thoughts cluster, but they leave no foot-prints when they pass away, on the sands of time. Having now presented you with two pictures (not drawn) in the life of man, let us now turn our attention to him whose life is one of usefulness, unmixed pleasure and happy experiences, ever acting upon the principle that when he can see the mote

in his brother's eye, he remembers the beam in his own ; he commiserates human frailty, and judges others according to the principles by which he would think it reasonable they should judge of him. In a word, he views men and actions in the clear sunshine of charity and good nature, and not in that dark and sullen shade which jealousy and party spirit throws over all character. There are many shining qualities in the mind of man, but there is none so useful as discretion. It is this indeed which gives a value to all the rest which sets them to work in their proper times and places, and turns them to advantage of the person who is in possession of them. Without it learning is pedantry and wit impertinence. Virtue itself looks like weakness, the best parts only gratify a man to be more sprightly in errors and active to his own prejudices. Discretion does not only make a man the master of his own parts but of other men's. The discreet man finds out the talents of those he converses with and knows how to apply them to proper use. Accordingly if we look into particular communities and divisions of men we may observe it is the discreet man and not the witty nor the learned nor the brave who guides the conversation and gives pleasure to society. Discretion has large and extended views, and like a well-formed-eye, commands a whole horizon. Cunning is a kind of short-sightedness that discovers the minute objects which are near at hand, but is not able to discern things at a distance. Discretion, the more it is discovered, gives a greater authority to the person who possesses it. Cunning, when it is once detected, loses its force and makes a man incapable of bringing about even those events which he might have done had he passed only as a plain man. Discretion is the perfection of reason and a guide to us in all the duties of life's cunning, is a kind of instinct that only looks out after our immediate interests and welfare. Discretion is only found in man of strong sense and good understanding, the cost of mind which is natural to a discrete man makes him look forward into futurity and consider what will be his condition millions of years hence, as well as what it is at present ; his life is devoted to the amelioration of mankind, fully realizing that whatever promotes and strengthens virtue, whatever calms and regulates the temple is a source of happiness. Devotion produces these effects in a remarkable degree, it inspires composure of spirit, wildness and benignity ; weakens the painful and cherishes the pleasing emotions, and by these means carries on the life of a pious man in a smooth and placid tenor. Beside exerting this habitual influence on the mind, devotion opens a field of enjoyments to which the vicious are entire strangers, enjoyments the more valuable as they peculiarly belong to retirement when the world leaves us. If men

have been ungrateful and base it displays before him the faithfulness of the Supreme Being who, though every other friend fail, will never forsake him. Let us consult our experience and we shall find that the greatest sources of inward joy are the exercise of love directed towards a deserving object, and the exercise of hope terminating on some high and assured happiness. Both these are supplied by devotion, and therefore we have no reason to be surprised if on some occasions it fills the hearts of good men with a satisfaction not to be expressed. To the "O, Devotion!" we owe the highest improvement of our nature, and much of the enjoyment of our life. In thy presence worldly distinction ceases, and under thy influence worldly sorrows are forgotten. Thou art the balm of the wounded mind. Thy sanctuary is ever open to the miserable, inaccessible only to the unrighteous and impure. Happy the man who, unbarrassed by vulgar cares, master of himself, his time, and fortune, spends his time in making himself wiser, and his fortune in making others happier. Who, as the will and understanding are the two enabling faculties of the soul, thinks himself not complete till his understanding is beautiful with the furniture of knowledge as well as his will enriched with every virtue, who has furnished himself with all the advantages to relish solitude and enliven conversation. Who, when serious, is not sullen, and when cheerful, not indiscreetly gay; whose ambition is not to be admired for a false glare of greatness, but to be beloved for the gentle and sober luster of his wisdom and goodness. The greatest Minister of State has no more business to do in a public capacity than he, and indeed every other man may find in the retired and still scenes of life, even in his private walks, everything that visible convinces him there is a Being invisible. Aided by natural philosophy he reads plain and legible traces of the Divinity in everything he meets; he sees Deity in every tree as well as Moses did in the burning bush, though not in so glorying a manner, and when he sees him he adors him with the tribute of a grateful heart. Such the man who possesses noble thoughts, and as he passes away he leaves indelible foot-prints on the sands of time.

In conclusion. When we contemplate the close of life, the termination of man's designs and hopes, the silence that now reigns among those who a little while ago were so busy, or so gay. Who can avoid being touched with sensations at once awful and tender? What heart but then warms with the glow of humanity? In whose eye does not the tear gather on revolving the fate of passing and short-lived man? Behold the poor man who at once lays down the burden of his wearisome life. No more shall he groan under the load of poverty and toil.

No more shall he hear the insolent calls of the master from whom he receives his scanty wages. No more shall he be raised from needful slumber on his bed of straw, nor be hurried away from his homely meal to undergo the repeated labors of the day. While his humble grave is preparing, and a few poor and disconsolate neighbors are carrying him thither, it is good for us to think that this man, too, was our brother; that for him the aged and destitute wife, and the needy children now weep; that neglected as he was by the world, he possessed, perhaps, both a sound understanding and a worthy heart. At no great distance from him the grave opened to receive the rich and the proud man. His riches prevented him not from sharing the same fate with the poor man, perhaps accelerated his doom. Then indeed the mourners go about the streets, and while in all the pomp and magnificence of woe his funeral is preparing, his heirs impatient to examine his will are looking on one another with jealous eyes, and already beginning to dispute about the division of his substance. One day we see carried along the coffin of the smiling infant, the flower just nipped as it began to blossom in the parents' view, and the next day we behold the young man or the young woman of blooming form, and promising hopes, laid in an untimely grave. While the funeral is attended by a numerous unconcerned company, who are discoursing to one another about the news of the day, or the ordinary affairs of life, let our thoughts rather follow to the house of mourning and represent to themselves what is passing there. There we see a disconsolate family sitting in silent grief thinking of the sad breach that is made in their little society, and with tears in their eyes looking to the chamber that is now left vacant, and to every memorial that presents itself of their departed friend. By such attention to the woes of others, the selfish hardness of our hearts, will be gradually softened and melted down to humanity. Another day we follow to the grave one who in old age, and after a long career of life, has in full maturity sunk at last into rest. As we are going along to the mansions of the dead, it is natural for us to think, and to discourse of all the changes which such person has seen during the course of his life. He has passed it is likely through varieties of fortunes. He has experienced prosperity and adversity. He has seen families and kindreds rise and fall. He has seen peace and war succeeding in their turns, the peace of his country undergoing many alterations, and in the very city in which he dwelt, rising in a manner new around him. After all he has beheld, his eyes are now closed forever. He was becoming a stranger in the midst of a new succession of men. A race who knew him not had arisen to fill the earth. Thus the world passes away. Throughout all ranks and conditions, one generation passes away and another generation cometh, and this great earth, in which we live, is by turn evacuated and replenished by troops of succeeding pilgrims.

## ADDRESS OF M. RICKARD.

BROTHERHOOD OF LOCOMOTIVE ENGINEERS, }  
UTICA DIVISION, NO. 14, }  
UTICA, N. Y., July, 1887. }

*Officers and Members, Dear Sirs and Brothers:*

Desiring to express to you my sincere thanks for your kind appreciation in selecting me as your choice for the position of Railroad Commissioner of this State, and also for your hearty and loyal aid in our long and partially successful canvass, I wish to present for your earnest consideration at your Division meetings, at your homes and firesides the course pursued by your candidate, the action of men and parties in this matter, trusting that an earnest constituency will take every action they deem proper in the future.

The rapid growth of the Empire State in all its industrial and commercial interests has been almost without precedent, and in no department more marked than in the development of railway construction and the interests depending on them for support and success as business enterprises. Various questions have arisen between the people and these corporations that we have been productive of litigation, alike annoying to both parties. The people of this State through their Legislature, saw fit to place upon our statute books a law creating a Board of Railroad Commissioners, to whom would be referred questions of railway law and business transactions, together with the practical operation of the same as relating to the railway interests of the State.

## A PRECEDENT ESTABLISHED.

In view of this fact and also the precedent established by the State of Massachusetts, where a commission of this kind has been longest in operation, and whose decisions are most respected before all legal tribunals, this body has as one of its members a locomotive engineer (Mr. Stevens) appointed to fill the unexpired term of Charles Francis Adams, and since then reappointed. And it is certainly a practical test of the wisdom in this selection when it is acknowledged by all that business with said board, that Mr. Stevens is one of the most valuable members of the commission. In view of this fact and also that our request in no manner interfered with either dominant party, that a plank was inserted in the Republican State Platform at the last election, saying this commission should be kept out of politics. How well a Republican Senate has observed this can be left to the intelligent and earnest railway employes of this State to answer. Their candidate was "hung up" in senatorial caucus and a politician, whose entire business life has been

spent in the political arena, who had just left a position that the taxpayers of this State had given him thirty thousand dollars in salary, this man was confirmed with hardly a day's notice.

IT WOULD HAVE BEEN AN ACT OF JUSTICE.

Our people felt that it would be simply an act of justice that one of their judges should be a man to whom the whole system of railways from the commencement to completion, was an open book, whose knowledge of transportation, management and every detail connected with the safe and successful operation of such was mastered by careful study and observation in a service of nearly forty years in the different positions of trust and responsibility.

To meet this requirement the Brotherhood of Locomotive Engineers of this State, at a conventown held in Albany, December 20, 1883, unanimously selected your humble servant as their choice to be presented to the Governor for the position of Railroad Commissioner when a vacancy should occur or when a term of office had expired by law.

When the action of the engineers were known, the Brothereood of Locomotive Firemen in this State, through their respective organization, over their official seal, endorsed your candidate. The Order of Railway Conductors of this State took the same action, and through their State organizations asked Governor Hill to nominate your candidate, and thereby recognize the voice of nearly one hundred and eight thousand railway employes.

We claim to be intelligent, honest and exemplary citizens of our commonwealth, whose thoughts and action are always for the business and traveling interests of the people and our employers. Now here is a statute placed upon the records of legislation creating a Board of Railroad Commissioners for the express purpose of protecting alike the business interests of the people of this State and the railroad companies; to see that equal and exact justice shall be imparted to all parties; and that great care shall be exercised in everything connected with the safety and dispatch of passenger service and commercial traffic.

By constitutional expiration, the term of office of one of this board occurred in January, 1887, one of which by a liberal interpretation of the statute should be filled by a practical railroad man.

STRONGLY URGED FOR THE APPOINTMENT.

Such a man the one hundred thousand railroad employes of this Empire State presented to Governor Hill, urging his appointment. Citizens of National and State reputation urged his appointment also; gentlemen who have held high positions in this State asked for his ap-



pointment; men of prominence in both political parties have urged the Executive to make appointment; citizens of this State eminent in theology, law, business and industrial pursuits requested this nomination; cities throughout the State through their constituted officials have asked for his appointment; thousands of the largest and best business firms have asked for it; men of this State, in every walk of life, from the guiding intellect in business enterprises to the honest and zealous wage-worker, all have recognized the justice of our request, and have advocated our cause before the Governor.

In fact every element entering into the well arranged system of our government has been represented in our appeal to the Executive, and it is a source of pleasure to be able to say that no candidate for any position in the gift of his Excellency has ever been accompanied and indorsed by such a large and influential body of citizens of this State since the formation of our government.

After a patient and careful consideration of the merits of your candidate, Governor Hill, recognizing the justice of our request and the expressed wishes of thousands of citizens of the State, as given to him by petition and otherwise, and knowing that in making this appointment he was literally practicing the precepts so eloquently and tersely given to the people in his last annual message, as following:

"What the thoughtful workingmen of the State want is not glittering generalities or fine-spun theories, but practical measures of relief. It is believed that a more generous recognition of their claims to public positions would not only familiarize them with the duties and responsibility of public trusts, but would as well tend to bring about more harmonious relations between capital and labor and between all classes of people."

"It is the growing impression, founded upon much truth, that offices are too frequently sought by and bestowed upon wealthy men, who obtain them by the lavish and improper use of money, rather than any real merit of their own."

"This fact discourages men of moderate means from seeking official honors, and creates the conviction in the minds of workingmen that public positions are within their reach."

My Brothers, there are no "glittering generalities" in these sentences; they are golden words that should be stamped upon the mind of every thoughtful citizen of the country; that should be impressed upon the brow of every wage-earner in our commonwealth as the sincere expression "of one of the people, from the people and for the people."

Believing that the best interests of the State would be served; believing that the people were well nigh unanimous as voiced by the press of both parties; believing that public confidence in the Railroad Com-

mission was impaired by events of the past year, and its usefulness almost destroyed his Excellency sent your candidate's name to the Senate for confirmation March 17.

PROMISED PLEDGES BROKEN.

Every Republican Senator was interviewed after their election, and they promised to vote for confirmation, if we succeeded in getting Governor Hill to send them the appointment. How well and honorably they kept that promise is only too well known. You were insulted by these same Senators, whom the press has characterized as "not worthy to clean the senatorial spittoons;" some of whom so far forgot the dignity of the position they so unworthily filled; so far forgot their manhood (if they ever had any) as to characterize the candidate of an intelligent constituency as ever was represented in this State as "a greasy throttle jerker;" shame upon a man who could utter such a sentence in this nineteenth century. We have nothing but loathing for this specimen of humanity, we will remember him with contempt, and every mention of his name will cause honest men to shun him as they would a leper. Shame upon a majority of Senators that would listen to such calumny and not strike the calumniator by branding him as an enemy of the workingman, and confirm the Governor's nomination. By such refusal, the Senate is on record as opposed to the laboringman for any position of trust and responsibility in this State.

Ten Senators voted against your candidate without any valid excuse, without a shadow of cause and against the voice and wishes of her people of this State as expressed through the columns of the press of both parties with not a dissenting paper in the State (something that had never before occurred in the history of this commonwealth); against all these public expressions in favor of the Governor's appointment, ten Republican Senators, misrepresenting their constituents for reasons best known to themselves, would not confirm the nomination of your candidate.

Such political reasons as "taking care of Alleghany county," "looking after the interests of Erie in case the Quarantine ring was broken," and other unmanly questions of partisanship were introduced by these Senators when the confirmation of your candidate was urged. Also, the paternal solicitude evinced by the gentlemen from the Sixteenth and Nineteenth Districts for their friend, who was afterwards confirmed.

In order that our people can act intelligently in this matter, it is desired to place before you the names of the following Senators that voted and spoke in caucus to defeat your candidate's confirmation.

## ENEMIES OF THE WORKINGMEN.

STEPHEN M. GRISWOLD, 3d district, Brooklyn.

HENRY C. CONNELLY, 14th district, comprising the counties of Ulster, Schoharie, and Greene.

JACOB W. HOYSRADT, 15th district, comprising the counties of Dutchess, Columbia, and Putnam.

ALBERT C. COMSTOCK, 16th district, counties of Rensselaer and Washington.

ROWLAND C. KELLOGG, 19th district, counties of Clinton, Essex, and Warren.

CHARLES L. KNAPP, 20th district, counties of Franklin, Lewis, and St. Lawrence.

CHARLES F. BARRAGER, 26th district, counties of Cayuga, Seneca, Tioga, and Tompkins.

J. SLOAT FASSETT, 27th district, counties of Allegany, Chemung, and Steuben.

EDWARD C. WALKER, 30th district, counties of Genesee, Livingston, Niagra, and Wyoming.

DAVID H. McMILLAN, 31st district, county of Erie.

## TRYING TO SHIFT THE RESPONSIBILITY.

A disposition is manifested by the Republican press and politicians to shift the responsibility of this insult and defeat of your candidate by saying that the Governor was not sincere in making this appointment and also by being hasty in withdrawing the name after senatorial caucus action.

As regards the first charge I wish to say to my friends all over this State that no candidate ever had a more sincere friend than your humble servant had in the Governor of this Empire State at this critical time. As regards the latter, I want to say that the Governor told me several times that the nomination would remain until the close of the session, if Senators would take affirmative action.

The day after the caucus "hung up" this nomination I was informed by a Senator that certain matters had developed that would make a change of two Senators affirmatively, who had previously voted against me, and if I could induce Senator McMillan, chairman of caucus committee of Senate to call this body together again, I would without doubt be confirmed. Senators Coggeshall and Smith pleaded with the chairman to take such action. I went to the Senator myself and urged this simple measure of justice, but senatorial courtesy to his colleagues was ignored, and your candidate was treated to a flimsy partisan excuse

beneath the dignity of any man holding the position as Senator of the 31st Erie District.

I was positive if this caucus was convened again that I would be successful, and to Senators McMillan, Fassett, and Comstock, representing the counties of Erie, Allegany, and Ransselaer, I owe my defeat. They best knew the reasons for their action and to their intelligent constituents I will leave this matter for future action. Excuses as above enumerated are the silliest kind of nonsense to present to our people. Did not Governor Hill give them this nomination to act on? No matter how well disposed they felt, they must first have the name before them then upon them alone rested the final responsibility.

#### THE EXACT FACTS OF THE CASE.

The true state of affairs has since been proved by their action in confirming a politician that they all the while intended to, and would not vote to confirm me, a workingman, although I was the choice of hundreds of thousands of citizens of this State, who simply asked for recognition in a branch of the public service, a recognition cheerfully conceded by the Governor. And let it be recorded in the home of every railway employe of this State, the the Senate cowardly, and without one single objection, "hung up" the nomination, and dared not place themselves upon record, but skulked behind the miserable subterfuge of this transparent action of a tie vote, ten to ten, and that I was a "greasy throttle jerker." Such an insult it is fair to presume that you will resent with every power at your command.

For the first time in the history of our State, our people asked for a place in the councils of its officers; for the first time in the annals of our commonwealth has an Executive listened to the appeals of the people and nominated for one of the most important offices in his gift, a wage-worker.

Let this fact be noted, considered and remembered as an act of justice by every workingman and his friend in favor of Governor David B. Hill.

Brothers:—Senators and friends may endeavor to impress upon your minds that in this matter there was no politics. Why, the fact of their taking caucus action made it a party question, and hence I was unable to get this matter before an open State as a matter of record. I have deterred making this report until this date, in order to be able to give a brief, reliable and correct understanding of last winter's work, and the developments coming to light every day tends to more firmly convince me that the whole Senatorial action was a direct insult, a cowardly evasion of duty and a studied snub to the railway employes of the State. Every action by the Republican Senate proves this. Workingmen are

"good enough to attend primaries," "good enough to work at the polls," "just the men we want to work and aid us to make party issue a success," and "lift us up to political positions of honor and financial benefit," in fact, "they are indispensable for our welfare;" but this done, their hopes must cease and be content to be "hewers of wood and drawers of water," notwithstanding that the workingmen are all represented in their share of State taxation. To such men as oppose our advancement alone is reserved the positions of honor and profit.

This, in fact, was the position taken by the last Republican Senate, who so plainly placed over the doors to the Senate Chamber this insulting inscription:

"NO GREASY THROTTLE JERKER OR WORKMAN NEED APPLY HERE."

Brothers:—I ask you to reflect a moment and give this your careful consideration. Your candidate, backed by the appeal of hundreds of thousands of citizens of the State, asked this Senate for confirmation. The press of the State, as a unite, in no silent tone asked for this confirmation. Not a single objection in any respect as to character and qualification was made, and yet in opposition to all this they basely "hung up" the nomination.

Now mark the contrast. The scene shifts. A politician, whose life from early manhood has been spent in party turmoils, who has been the recipient of unusual honors from the hands of his fellow citizens (many of whom are workingmen), who had just left a position after a term of five years at six thousand dollars per year, when his name was presented to this Senate, how quick the party machinery was set in motion to confirm him. Gentlemen from all parts of the State, active as party leaders, suddenly had urgent business in Albany; party leaders, whose presence at the capitol were rare last winter, flitted through the corridors of the hotels the evening before the caucus action, and next day, with but two dissenting voices, the gentleman who have had the pleasure of receiving thirty thousand dollars from the State in salary is hastily confirmed to the position as Railroad Commissioner for five years, making an aggregate of \$70,000 as salary alone for him.

Brothers:—These are matters that will at once meet your earnest inquiry and will recall to your minds the words so eloquently expressed in the extract above written, from Governor Hill's message:

"It is the growing impression, founded upon much truth, that offices are too frequently sought for by wealthy men, who obtain them by the lavish and improper use of money rather than any real merit of their own."

In the past, as you will be in the future, asked this question: "Was

not the Governor a little hasty in withdrawing my name, and was he sincere?" In reply, I give you my letter to the press:

MR. RICKARD ON THE GOVERNOR'S ACTION.

UTICA, April 5, 1887.

*To the Editor of the Utica Morning Herald:*

SIR:—The large amount of clerical work that devolved upon me as chairman of joint executive committees representing one hundred thousand railroad employes of this State, in sending out my report, prevented me seeing the editorial in the *Herald* of the third inst. in relation to the unseemly haste of Governor Hill in withdrawing my name for Railroad Commissioner.

While my constituents and myself beg leave to tender our thanks to the members of the press of both parties for their kind words of commendation and support, I deem it my duty to say that Governor Hill's action in this matter has been in accord with our wishes and desires in every particular.

To be brief, I will say that nearly every Senator around the circle was aware that I was a candidate for this position; nearly every Senator had been interviewed either by a local committee or myself, urging them, in case I was nominated, to vote for confirmation. Certainly this was no new subject and could be intelligently acted upon in ten days, allowing an adjournment to learn the wishes of their constituents.

Our committee that asked his Excellency for this appointment were requested to state the time they wished to have the name remain before the Senate, and it was their unanimous decision that ten days was as good as ten weeks, and if action unfavorable, or no action at all was taken in that time, we would consider it same as rejection.

Governor Hill recognized the justice of our request in the matter by sending my name to the Senate for consideration March 17, and by the majority vote it was referred to the railroad committee, and so remained until March 29, twelve days, with the well known result.

Governor Hill would have been justified in withdrawing it before the last senatorial caucus, but said to us that he would wait two weeks and longer, if we could assure him of any possible chance for affirmative action.

After the decision of the second caucus, Senators favorable to my confirmation appealed to the chairman of the caucus committee, urging him to convene said committee. I asked him myself for this favor, as I was informed that matters had developed that would certainly be more favorable.

These requests were in vain, and I was satisfied that nothing could be gained by delay, and I requested Governor Hill to withdraw my name. Even then he hesitated, and did not comply with my desire until forty-eight hours had elapsed.

In view of these facts I cannot, in justice to Governor Hill, allow the impression to go forth that he acted with "unseemly haste," but, to the contrary, gave me nearly double the time we asked for, and would extend it to the close of the session if there was any positive assurances of affirmative action.

Every man on this committee of fifty, from Montauk Point to Lake Erie, from the southern tier to the St. Lawrence, that so anxiously awaited the action of this caucus, fully understood this matter, and will so inform their co-employees in their respective localities, that upon a portion of the Republican Senate will be saddled the responsibility of their candidate's defeat.

Truly yours,

M. RICKARD.

#### GOVERNOR HILL'S APPOINTMENT OF WORKINGMEN.

I also wish to say, in further proof of the above, that three State commissions were legalized by the last Senate, and upon each of these boards the Governor appointed a workingman, and when a vacancy occurred in a board appointed by his predecessor, he nominated another workingman. Search the blue book of the nation, or any of the states

thereof, and tell me if anywhere you can find such recognition by any Executive of skilled labor for high positions in the State as has been given by Governor Hill. Here are actions, not promises; here are evidences of sincerity practically illustrated, and it comes with poor grace from men who promised and when the time came cowardly refused to fulfill them, and to shift their responsibility by saying "that the Executive was not sincere." The workingmen of the State cannot be deceived by such unwarrantable and false statements.

To show you more clearly the duplicity of this Senate, I wish to say to you that Governor Hill told your candidate in February, 1886, that if the Senators would say, or to convey to him the assurance of confirmation, he would make the nomination; but out of these twenty Republican Senators who are posing for the workingmen's support, but one had the courage and manhood to do as I requested and say to the Governor that the nomination had his unqualified approval; that he would vote for it in preference to any name he might send in, and not only vote for it but would work for it from the commencement of the canvas until its close. Hon. Henry J. Coggeshall, of the Oneida district, has been a true friend and advocate. In the vicissitudes of politics I would ask my friends to always remember him kindly.

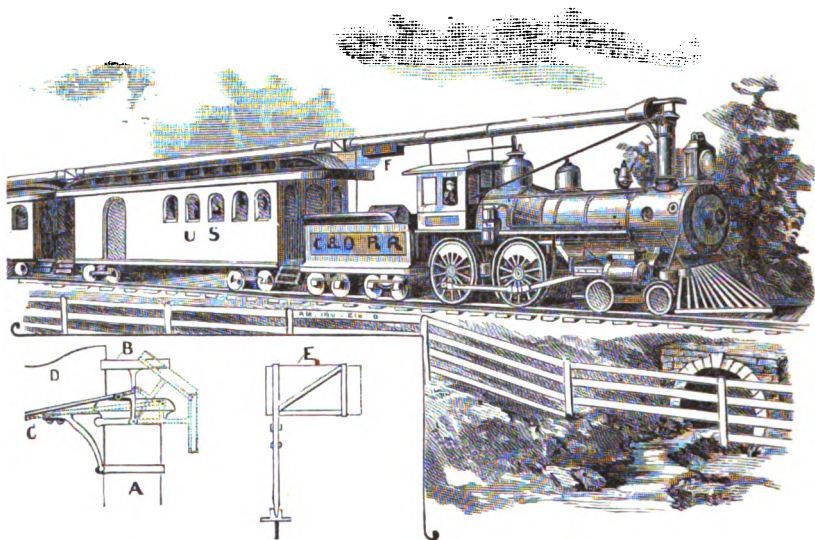
#### ENGINEERS THANKING GOVERNOR HILL.

If Senators and others who speak so lightly of this matter were only in the Executive Chamber on the occasion when the representatives of our people were about to leave for their homes throughout the State and heard their hearty and sincere expression of thanks to the Governor for his action, they could take with them to their homes the consolation that no candidate was more sincerely presented and pressed, and none ever had the voice of the people so unanimously expressed.

My Brother Railway Employees of this State:—I know your appreciation of fair play. I know your contempt of double dealing. I know your generous impulses. I know your desire to remember your friends and punish your enemies, your desire to give honor where it is due, and in the future see to it that the Senators who insulted us, if they ever ask for favor at your hands, you will place before them their record against your interests.

It is not necessary for me to say more for our friend, the Governor, for his kindness in this matter. His whole life has been in accord with honest labor, from his entrance in political life as member of Assembly to the second highest position in the gift of his fellow citizens as Governor of the Empire State. Every act of his official life has been in harmony with, and for the advancement of our interests. In his message to the people, his recommendations to the Legislature, all breathe a fraternal spirit, a brotherhood of sympathy and a whole-souled, sincere desire for the elevation and best interests of the laboring people, and that they may have their just and proper share in the official and executive positions in our government.

MICHAEL RICKARD.

*SPARK AND SMOKE CONDUCTOR FOR LOCOMOTIVES.*

SPARK AND SMOKE CONDUCTOR FOR LOCOMOTIVES.

The pleasures to be derived from a railroad trip are usually marred by having to contend with those ever present annoyances—cinders and smoke. The life of commercial travelers, and others who spend a great portion of their time on the cars, is made disagreeable from the same cause. The improved conductor shown by our engraving, and patented by John Howe, of Providence, R. I., is designed to solve this great problem, and is constructed to carry off all smoke, gas, sparks and cinders from the locomotive and discharge them at the rear of the train. The main object is to provide for a reliable delivery of objectionable products of combustion from the smoke stack to the conductor without practically impairing the exhausting or receiving capacity of the locomotive while in motion. Another object is to provide for a practical disconnection of the stack from the conductor, for enabling the locomotive while at rest or moving slowly under low steam to exhaust or relieve itself as freely as if no rearward conductors were employed; also, to provide for reliable connections between or at the coincident ends of the several sections of the conductor, and to enable the connections to be readily controlled by persons standing upon the platforms of cars. These ends are accomplished by means of contrivances which can be readily applied to use under existing conditions, thus obviating all necessity for radical variations from the usual construction and arrangement of locomotives and other rolling stock.



In construction, a bell-mouthed tubular conductor extends horizontally rearward from the top of the smoke stack, and a hinged deflecting hood is coupled to the stack and adapted to swing toward and into and also from the bell-mouthed conductor, by which the hood can be made to occupy either a substantially horizontal position above the stack, and partially within the bell-mouth, or a substantially vertical position in front of it. A clamping ring embraces the stack and an adjustable hood is provided with arms hinged to the ring. A tubular coupling has a head constructed in two semi-cylindrical parts mounted on hinged or flexible standards, and these heads can be opened laterally to receive the end of an adjacent conductor and closed by means of an adjusting rod accessible from the platform of the car. In the conductor above the tender is a cinder trap which is provided with a discharge door, so that solid matter collected in the trap may from time to time be discharged into the tender for use as fuel.

In describing the operation of the apparatus it will be assumed, first, that the train is either at rest, and the usual blower is at work for raising the fire in the fire box, or that the train is slowly moving under low steam. Under these circumstances it is obvious that the locomotive should "breathe" as freely as possible; or, in other words, that it should have its exhaust as free as possible, and therefore the hood should then be thrown forward, so as to leave the upward exit from the stack wholly unobstructed. If the train were in motion, more or less of the smoke, gases, and solid matter would pass into the adjacent bell-mouth of the tubular conductor and delivered from it at the rear of the train. If the train is moving under full steam and at speed, then the hood should be raised, so that it will stand horizontally above the stack, and then the blast from the stack will be horizontally deflected, and by the impact of air in front the smoke, etc., will be forced into the tubular conductor. If the hood should be set in an inclined position above the stack, then an upward relief will be afforded, in that more or less of the exhaust steam and the smoke and gases would be freely discharged upwardly, while other portions, with most of the solid matter, would be driven into the tubular conductor.

By the employment of these conductors on passenger trains the cars can be kept much cleaner than usual, and greater comfort afforded to passengers. A vast amount of time is also saved in cleaning both the exterior and interior of cars. It is inexpensive to apply and easily managed. A considerable amount of fuel blown from the smoke stack, and that has heretofore been a dead loss to the railroad companies, can now be fully utilized, which alone is a good point in favor of introducing this improvement.

# LADIES' LITERATURE.

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## FIRST STEPS.

Hush ! the baby stands alone—  
Hold your breath and watch her ;  
Now she takes a step—just one—  
Wavers, stops—quick, catch her !  
Courage ! Life's first step will cost ;  
Now again she's trying—  
One, two,—three ! she walks, almost,  
Trembling, stumbling, crying.

Precious baby ! up once more—  
Tiny feet advancing.  
Little arms stretched out before,  
Bright eyes upward glancing,  
Where mamma, with cheering smile,  
To her darling beckons,  
Softly coaxing baby, while  
Her first step she reckons.

One, two, three—Oh ! she will walk  
Now, before we know it ;  
Hear her sweet voiced baby talk,  
Little bird, or poet !  
Prattling, toddling, there she goes,  
Stepping off so proudly—  
Turning in her untaught toes,  
Pleased—then laughing loudly.

First exploit of self-content ;  
Now she's growing bolder,  
Strength and courage yet unspent,  
One can hardly hold her—  
She so presses to advance  
In her baby-learning—  
Pulls so—Ah ! by what mischance  
Is this overturning !

There lies baby on the floor,  
Sprawling, rolling, screaming !  
Are life's first attempts so poor ?  
Baby was but dreaming  
When she felt so bold and strong ;  
Gladly now she's clinging  
To the one whose soothing song  
Back her smile is bringing.

Hurts are cured by mamma's kiss—  
Brave again as ever.  
See, the plucky little miss  
Make her best endeavor ;  
Walks right off—the darling pet—  
Rush now to caress her !  
Come what will of first steps yet,  
All good angels bless her !

—Elizabeth C. Kinney in *St. Nicholas*.

*TWO-YEARS-OLD IN MISCHIEF.*

A crack in the vase, and the roses all scattered ;  
 A snarl in the knitting, a hunt for the ball ;  
 The ink-bottle shattered, the carpet bespattered ;  
 Dirt-pies in the hall.

The fruit on the table by tiny teeth bitten ;  
 Wee prints of wet fingers on window and door ;  
 Poor grandmamma's cap, as a frock for the kitten,  
 Dragged down on the floor.

Soft gurgles of laughter ; a sunshiny glancing,  
 As somebody flits in and out like a bird ;  
 Strange accident chancing wherever the dancing,  
 Small footsteps are heard.

"Come, Ethel, my baby, your grave eyes uplifting,  
 Stand here at my knee. Do *you* know the wee sprite,  
 Who into some ever-new mischief is drifting,  
 From morning till night ?"

A smile like a sunbeam, so cosy and caressing,  
 She smiles in my face, like the witch that she is.  
 No need of more guessing. "My trouble, my blessing.  
 Come, give me a kiss !"

—*Toronto Mail.*

*HOME INFORMATION.*

When you have company, and wish to cover the every day pin-cushion with a fresh cover, take one of the Japanese tidy pictures, trim the edge with lace, and sew a velvet ribbon on where the lace joins the paper.

Pretty tidies can be made of the mats of linen momie cloths that have pictures stamped on them. Work the pattern in outline stitch, with one color or a variety ; put black velvet ribbon around the mat, blind stitching it on, and allowing the narrow fringe on the edge of the mat to show on the right side ; sew lace on the edge of the ribbon, and you have a serviceable tidy. The mat, when soiled, can be ripped off without disturbing the border, and, after it is washed and pressed, can be stitched on again. Two of these tidies look well on a Queen Anne sofa.

Here is a recipe for a dessert for a plain dinner : Make a crust as for baking-powder biscuit, roll it thin as for pie crust ; cut out round cakes with the cover of a one-duart tin pail ; wet them with cold water ; drop a teaspoonful of either red or black raspberry jam in it ; fold it together as for a turnover ; bake from fifteen to twenty minutes in a hot oven. This is to be eaten with sauce. Take one tablespoonful of butter, two of flour, and three of sugar ; put them in a basin on the hearth of the stove. When the butter is soft rub all together, and add boiling water enough to make the sauce as thin as you like to have it ; flavor with nutmeg, cinnamon, white wine vinegar, or sherry.

*TURN OVER.*

"The funny man" we do detest  
 Who aims at us his ancient jest—  
 A joke (?) so aged, stale and hoary—  
 The same old weary, dreary story  
 Of how we curious daughters of Eve  
 (Though this latter fact we deeply grieve)  
 Must stand on our heads a point to find  
 In these comical (?) lines from the funny man's mind.

—John Ryals.

*PARISIAN COLORS.*

Indigo—Indigo blue.	Acajou—Deep mahogany brown.
Leman—Gobelin blue.	Marine and Amiral—Navy blues.
Mousse—A moss green.	Eucalyptus—Light bronze green.
Bronze—A bronze green.	Amandier—Light pea or apple green.
Suez—Light water green.	Bresil—Red ash or chip logwood color.
Dante—Yellowish brown.	Modore, Londres and Louter—Shades of brown.
Vieux bleu—Grayish blue.	Ezable and Florentine—Golden yellow browns.
Santal—Sandalwood brown.	Boa, Herculanum and Carthage—Shades of ashen grays.
Bois de rose—Light rosewood.	
Russe—A darkish yellow green.	

*LAUGHING CHILDREN.*

Give me (says a writer) the boy or girl who smiles as soon as the first rays of the morning sun glance in through the window, gay, happy and kind. Such a boy will be fit to "make up" into a man—at least when contrasted with a sullen, morose, crabbed fellow, and snaps and snarls like a surly cur, or growls and grunts like an untamed hyena, from the moment he opens his angry eyes till he is "comforted" by his breakfast. Such a girl, other things being favorable, will be good material to aid in gladdening some comfortable home, or to refine, civilize, tame and humanize a rude brother, making him gentle, affectionate and lovable. It is a feast to even look at such a joy-inspiring girl, such a woman girl, and see the smiles flowing, so to speak, from the parted lips, displaying a set of clean, well-brushed teeth, looking almost the personification of beauty and goodness, singing and as merry as the birds, the wide-awake birds that commenced their morning concert long before the lazy boys dreamed that the sun was approaching and about to pour a whole flood of light and warmth upon the earth. Such a girl is like a gentle shower to the parched earth, bestowing kind words, sweet smiles and acts of mercy to all around her—the joy and light of the household.

## FRATERNAL.

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All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY Cedar Rapids, Iowa, plainly written on one side of sheet only, and they should reach the office no later than the 15th of the month previous to that on which they are expected to appear. *Name of author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all Divisions.

C. S. WHEATON *Editor.*

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AURORA, July 17, 1887.

EDITOR MONTHLY :—The O. R. C. picnic, given by Belknap Division, No. 96, that had been so pleasantly anticipated for weeks, took place Saturday at Weldron. The extra car which the highly esteemed superintendent, Mr. Alexander, kindly gave them for their special use, being well filled. Each member of the Division was conspicuous with his neat and tasty badge, and all seemed to vie with each other in promoting the enjoyment of each other and their picnic a grand success. The picnic grounds were in an attractive and natural grove, due southeast of the "Q." depot. The dinner, as a dinner, took the "cake." There was the greatest of plenty for every one, especially, was the ice cream and lemonade appreciated as the day was torrid. Great credit is due to Messrs Downey, Prastel and others, for the interest manifested and the indefatigable manner in which they performed their duties. In fact, the railroad boys covered themselves with glory Saturday, so successful were they in their splendid hospitalities. We will ever treasure the memory of the big Saturday at Weldron. Some one has said, "A little folly now and then, is relished by the best of men."

W.

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DODGE CITY, KANS., July 26, 1887.

EDITOR MONTHLY:—*Dear Sir:*—If you will pardon the intrusion I will try and give you an item. It is prosy, remember it is written by a novice. I am a member of Hollingsworth Division, No. 100, and until yesterday had never been in a Division room except my own, and that only once. I am located at Dodge City, in the capacity of G. Y. M. for the A., T. & S. F. Yesterday I visited Banana Division, No. 65, and saw the degrees conferred upon Mr. H. T. Drake. The chairs were filled by Bros. Wm. Woods, of 96, Acting C. C.; L. J. Lemere, A. C. C.; Wm. Cooper, S. S.; F. L. Aldrich, J. C.; E. L. McLaughlin, S. and T.; Bro. Sanders, of 96, I. S.; J. N. Woods, O. S. The work was very well rendered indeed, and Brothers of 65 need not be ashamed of Bro. Wm. Woods. The candidate was highly pleased, and Banana Division has secured one more worshipper at Her Shrine, that will prove a bright and shining light, ever ready and willing, and an open hand of charity always extended to the worthy. There is any amount of material yet scattered around upon the little oasis that this desert is dotted with. I was highly pleased to see the young

members taking such an active part. It speaks well. I know how valuable this is to an institution struggling for new life, and I venture the assertion you will e're long find Banana Division one of the foremost.

It was very hot yesterday, and many of the members did not turn out. They were trying to keep cool, whether with ices or what not, yet a sufficient diversion was offered to keep several away, only one hundred feet distant. Perhaps a fear of sunstroke. Gentlemen, this is wrong. Bro. Sam, why should you, a representative Democrat, a postmaster at that, do thusly? No campaign now, or was it champaign? Look out it will be offensive partisanship—1888. The old man's bad, you know, and then you led away that poor, innocent abroad, Frank Johnson, and had the audacity to throw him in company with a real estate dealer—Butt—all you were short was a lightning rod man. Frank, look out for these fellows, their influences are seductive. Unfortunately for Banana Division, her membership are badly scattered, so many new branches being opened up that have to be named.

Hoping that this, my debut in the literary field, will be looked upon as coming from a master-hand, or be mistaken for an effort from the pen of Gladstone, or the quill of Gath. I will sign in P. F. W. E. O.

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ANACONDA, MONTANA, July 24, 1887.

DEAR EDITOR:—To-morrow, July 25, will see the last of the narrow gauge—Utah & Northern—between Butte, Montana, and Pocatello, Idaho. Bro. Flanders, of Division No. 209, or "Doc," as he is familiarly called, told me the other day he didn't know how he could manage in a coach where he could stand upright after working so long in the small, narrow coaches of the U. & N. Railway.

If the worthy correspondent of Division No. 209, will forgive me for encroaching on his territory, I will mention that the change of gauge will probably throw two or three dozen trainmen out of employment on account of a heavier class of engines to be introduced as soon as the gauge is changed. I hope the same number of men will be required. I rather anything else would happen than have crews pulled off.

I was wondering the other day how it would do for all members of the Insurance Association to report to their Division Secretary their standing in the Insurance Department, and if unable to pay the assessments, let the Secretary pay them, with the sanction of the members, of course. Something might be done towards keeping Division Secretaries informed as to what circumstances their members are in. I would be pleased to hear from some one else on this subject. The members of the Division I belong to, No. 47, are nicely distributed between Manitoba and the Panama Canal, and I don't suppose our Secretary has the remotest idea as to how any of us stand in the Insurance Department. Should it be compulsory, we could all keep him posted as to whether we were "O. K." in the Insurance or not. If worthy, he could pay a few assessments. In the way of a loan, and if unworthy, the interested should be ousted entirely.

The second notice of assessments usually reach us through our Secretaries, and yet some of us climb the "golden stairs" delinquent members. I would like if this danger could in some way be averted. Ever yours,

MONTANA.

We invite careful attention and consideration of the thought of this correspondent.—[Ed.]

BOONE, IA., July 28, 1887.

EDITOR MONTHLY:—Mr. H. G. Burt, superintendent of the Iowa Division, C. & N. W. Railway, has been transferred to the engineering department of the same road, as its chief. In the transfer of Mr. Burt the employes lose a good friend and officer, many acts of kindness have been shown by him to those subordinate to him, and many instances can the O. of R. C. recall where he has proved himself their friend and well-wisher. In case of accident to any employe, no matter how menial position he held, Mr. B. would be there, if possible, to cheer and help him and his family, and would not leave until all was done for the sufferer that was possible, hence he has endeared himself to one and all of his employes. There is a universal regret at his leaving, at the same time all feel proud to think he is ascending the ladder, and that he may soon reach the top is the wish of all his friends of the Iowa Division.

Mr. M. Hopkins, his successor, has arrived, he came from the Northern Iowa Division, and those who know him tell us he is a "splendid man." It is said of him he commenced at the bottom, and is rapidly ascending the ladder of fame as a railroad man. We have seen him and are well pleased with his appearance, and predict a respectful obedience from all employes to his wishes, hence a happy and successful administration. The Iowa Division is a busy single track road, on the west end there on any average of twenty through and four local crews. We are kept pretty busy all the time. My own work and earnings for the year commencing June 1, 1886, ending May 31, 1887, was as follows: Miles run, 48,000; average miles per month, 4,016; largest mileage in one month, 4,875; smallest mileage in one month, 3,115; largest mileage in one day, 418; smallest, 55; average miles per day, 132; loaded cars handled, 8,949; empty cars handled, 3,239; total, 12,188; average per month, 1,016 cars; average per day, 34 cars. Of this number 850 cars were loaded with live stock. About a seventh of mileage was made on pay car, officers' specials, or light with caboose, which accounts for the small average of cars handled. To do this work I had 49 engineers and 50 engines. Earnings for the year: Thirteen hundred and twenty dollars, an average of one hundred and ten dollars per month.

Division No. 34 is prospering nicely, meetings well attended, and all well pleased with the work of the Grand Division. Yours in P. F.

W. B. PARKIN.

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MISSOURI VALLEY, IOWA, July 27, 1887.

*To C. S. Wheaton, G. C. C., O. of R. C., Cedar Rapids, Iowa:*

DEAR SIR AND BROTHER:—Agreeably to your instructions by telegram, I proceeded to Fremont, Neb., and organized a Division of the Order at that place Sunday, July 24. The work of organizing a Division being entirely new to me, and having but a short time to prepare it, was not, probably, done in so thorough a manner as might have been done by some one more proficient in the work, yet I believe it was done in a manner satisfactory to the large number of visiting Brothers who were present, and who rendered me valuable assistance. Chief amongst our visitors were many Brothers from Division No. 126, of whom Bros. Harry Gilmore, Fairbrass, Madden, Fleming, E. T. Horn, and many others to you well known; also visitors from Divisions 28, 77, 11, 8, 16, 47, 86, 31, 48, 55 and 66, in all about sixty were present. The degrees were conferred upon seven charter members, by communication, namely: E. W.

Bliss, E. E. Boggs, George C. Knight, F. M. Comch, Harvey Hubbert, John McCarty, and P. F. Rounds.

The following applicants were held out until next Sunday, July 30, at which time the work will be fully exemplified; J. M. McGriary, A. A. Everndeen, and A. S. Snooks. I heartily commend the careful manner in which the Brothers have started their Division by allowing none to enter except those who are duly qualified in every respect.

The following Brothers were admitted by card: Chas. H. Baker, C. H. Peterson, N. R. Hamilton, E. C. Connor, T. P. Noble, T. A. Searls, J. N. Brener, Adolph Houle, of Division No. 173, and H. A. Noble, of Division No. 58.

After the Division was regularly organized they proceeded to the election of officers with the following result:

Charles H. Baker, C. C.  
J. N. Brener, A. C. C.  
N. R. Hamilton, S. and T.  
F. M. Ornich, S. C.  
P. F. Rounds, J. C.  
E. C. Connors, I. S.  
E. E. Boggs, O. S.

There is much interest manifested in the new Division, and I bespeak for it a bright and growing future. After the installation of officers, the Division selected the name of "Fremont" as the name of the Division, and made every Sunday at 11 a. m. as the time of meeting. The Division starts with sixteen members, with three yet to initiate and promote, and the promise of about ten more to join by card, so we will have a good sized Division very soon. This Division is known as Fremont Division, No. 22). All of which is respectfully submitted. Yours respectfully in P. F.

CHAS. H. BAKER,  
D. G. C. C.

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TEXARKAMA, TEXAS, June 18, 1887.

"In union there is strength."

MR. EDITOR:—We have been drone bees in the hive so long we are really ashamed to beg your pardon, in fact, we pay but little attention to your journal. Since the last meeting of the Grand Division we have come out of our Rip Van Winkle repose, and now join hands with you; have buckled on the armor in behalf of the our noble Order of Railway Conductors. We can find no more applicable text than the once we have. We more than feel the loss of unity among our Division, hence we doubly feel and see the loss we have been to the Order at large. Founding my text on the Bible, going back to the beginning where we read in the book of Chronicles: "Of fifty thousand soldiers that could keep rank." Who may have been clumsy and insufficient at first, but by constant drill they could all keep step as one man. So we, as eleven thousand conductors, by constant attention to the tenants of our Order, will all turn and act as one man. By strict attention to the interest of each other and Order at large, we will march in one solid column and in union when the wants and cares of the Brothers on the Atlantic coast are the same wants and cares of those Brothers on the Pacific coast, and vice versa. Then we will have learned to keep step as one man, and eleven thousand bright and intelligent minds actively at work in the one and same cause. Then we will find in unity there is strength. We also read in the book of Judges, that the tribe of Benjamin



that every one could sling stones at a hair breath and not miss. This tribe of Benjamin when they first enlisted they were an awkward squad, and all their fingers were thumbs. But they practiced until when they arrived at a mark they always hit it. Both these texts show us that anything we undertake to do we must do it well. They, as soldiers, practiced until they could well do their duties, and we, as Brothers, banded in the fraternity of our Order, must keep step, and learn to perform our duties well, and while all of our battles are fought by arbitration and conciliatory weapons, let us be trained like the stone slingers of Benjamin—not miss. In the same good Book we read, the weapons of defense were “helmet and shield and breast plate.” The shields were made of woven willow work with three thicknesses of hide and a loop inside through which the arm of the warrior might be thrust, and when these soldiers were marching to attack an enemy on the level, all these shields touched each other making a wall moving, but impenetrable, and we, as Railway Conductors, want to march in a solid line and have our shields touch, and our wall of unity must also be impenetrable. Our aims and opinions must be as one great body with the good of each other at heart. No selfish motives must be allowed to come in between our shields. We also read that when those soldiers attacked a fortress and tried to capture a battlement, this shield was lifted over the head so as to resist the falling missiles. Now, my Brothers, when the enemy tries to enter our ranks let us raise the shields over our heads and as one man let the missiles of our enemy fall harmlessly to the ground. Keep the shields of our beloved Order touching all time. Let no bitter feuds come into our ranks, and let the sentinel of our outside doors defend the gates of our councils with his life if necessary, and let the shields of each local Division touch, and when we come to the Grand Divisions, bring your touching shields there, and move that grand body as one solid wall. We also read that the armies carried flags, beautifully embroidered. The tribe of Judah carried a flag embroidered with a lion; the tribe of Ruben, with a man; the tribe of Dan, with a cherubin. Now, my Brothers, let us raise our flag. Let it be raised high. Let our motto be “Unity.” Nothing can be more important than well drilled soldiers. Undrilled soldiers cannot stand before drilled soldiers. Neither can we as an Order stand before our enemies unless we are all of the same and one opinion, and well drilled in the mysteries of our beloved Order. In the late war our country cared for our families, and we have to-day orphan schools and homes that are living monuments of the hero soldiers, and my Brothers, let us take this for a lesson. Neglect not the care of your families. Our Insurance Association afford you avenues to leave your families in living circumstances when you are gone, and let us not neglect this great and important wall in our Order. We can also leave living monuments behind us if we keep our shields touching in the Insurance Association as well as in our Order. In our own home (Texarkana) we have a living monument of our Insurance Association in person of a ten-year-old son of one of our deceased Brothers. The little sum of money derived from the insurance of his father has been laid out in property, a guardian been appointed, the child indentured to its adopted mother, and now goes to school, and is fed and clothed out of rents derived from the investment. Let us all pattern after this, the labor and care of this Division that took to place that money and secure that boy a home, and bind those guardians with the great arnea of the law was no trouble, but we were united and of one opinion. So my Brothers let us also be united on the Insurance, and when we come to the last terminal station we can look back and see the living monu-

ments of our labors. I have got away from my text, but each and all of good points in our Order comes so near our hearts that we could not resist this one. I have not the faculty of telling the weather, I can not tell by the setting of the sun whether there will be a dronght or not. I can not tell by the blowing of the wind whether it will be fair weather or foul on the morrow. But I can prophesy. If we, as an Order of Railway Conductors, will stand by each other, keep step well together, let us not miss, let our hemlets touch and keep touching, and our Brothers all be of one mind, then our social standing will be elevated, our salaries raised to the proper level, and the thirty thousand conductors in our fold that are in the United States, and our Order will be one impenetrable wall. We may have many obstacles in the way this year, and some others next year, but if we will only follow the laws made by our Grand Division at its last Annual Session, in three years we will be all of one mind, and we can raise our voices and our flags, and cry out, "In unity there is strength."

ALAMO DIVISION, No. 59.

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COLUMBIA, S. C., July 21, 1897.

EDITOR MONTHLY :—Our new Division is progressing nicely ; we now have twenty-two members, and a fair prospect of increasing to thirty or more. It is my sad duty to record the unexpected demise of Bro C. H. McDaniel, who was one of our charter members, and was one of the committee who drafted our by-laws. At the time of his death he was one of our trustees, and an earnest worker for the O. of R. C. He was attacked with bilious fever and vertigo on the night of July 15, and died on the night of the 17th, and was buried on the evening of the 18th, at 6 p. m. Our Division took charge of the funeral services, and secured a lot in the cemetery for him and family. It has never been our privilege to know a more clever and good hearted conductor or a more affectionate father and husband. He was insured in the Railway Freight and Passenger Conductors' Mutual Aid for \$2,500.

We have adopted the Westinghouse train signal on the Piedmont Air Line and they are working nicely.

Every member of our Division is at work running a train, and some are doubling to keep up the business. This is usually our dull season South, but we are doing a big business in watermelons for the Northern cities, and all our men are busy and some new ones promoted.

Bro. Lati Shaw, from off the Wabash system, came down to visit relatives, and has secured a position, and is going to locate with us, and is now "learning the railroad."

Bro Jno. Fanning, of New York City Division, No. 54, passed through on his way to Atlanta a few days ago.

Palmetto Division, No. 208, ran an excursion from here and several other points to Charleston on the 18th inst., and cleared nearly \$1,800, and then had to refuse to take part of the crowd for want of room.

Thanks for the complimentary notice of our "special time card," and as I got it up myself, I feel highly complimented.

If any of the boys come down our way, would be glad to have them look us up, and we will give them a Carolina welcome. Yours in P. F.

M. J. LAND.

WAVERLY, M. T., June 7, 1887.

*To the Officers and Members of Southern Tiro Division, No. 110, Order of Railway Conductors:*

GENTLEMEN:—Permit me in this manner to extend to you the thanks of a bereaved mother for your kind attentions and tender sympathy during my recent affliction by the death of my son, Fred M. Lathrop. Particularly would I thank you for your attendance at the funeral in a body, and for your beautiful floral offering, "Gates Ajar," and the picture of the same, and for the words of sympathy and respect in the resolutions passed by you in his memory. His sudden taking away brings to us a crushing load of sorrow, yet there is comfort in the knowledge that he was ready to obey the summons to a life beyond, and that this blessing is offered to all. May the Grand Conductor of the universe bring you all safe home when the last run is made. Sincerely yours,

MRS. H. C. LATHROP.

BROOKFIELD, Mo., Aug. 1, 1887.

EDITOR MONTHLY:—Brookfield Division, No. 194, elected a correspondent for the MONTHLY last December, but so far I have seen but one communication from him. True, there is but little to say which would be of interest to those who are not familiar with the Hannibal & St. Joseph, unless the brothers who take an interest in the welfare of our order would be pleased to know that we are still working along as well as we can and have a very fair attendance at our meetings, considering the amount of business done on the road at present. Some of the brothers are too tired to attend when they come in on a light No. 4 about an hour before the time to meet. I hardly know what excuse the brothers have who are on regular runs, and get every night's sleep and are at home from Saturday evening until Monday morning, yet I am sorry to say some of them are the very ones who "forgot to-day was meeting day," when asked why they were not at meeting. It seems there are brothers in all divisions who think all that is necessary for them to do is to become members of the order and keep their dues (and assessments, if in the insurance department) paid up when due, and it is no matter whether they ever meet with the division at all. "There are plenty to do the work without me," they will say. But these same brothers expect great things from the Order and also expect and do derive as much benefit from the workings of the Order as any one and expect a great deal more. And if there is any fault-finding to be done it is usually these very ones, who are ready to say: "The Order is not doing enough for us." Now, brothers, all of you, come to meetings, take hold and help do this work and then you will know just what is going on, as you cannot know all if you are not in the division for six months or probably longer. Remember "In unity there is strength," and while it is true there are some who will work, as all are to be benefitted, just the same, ought not all be willing to help do the work? Let us give this plan a trial and see if all will not be better satisfied.

We have not increased very fast in number, as nearly all of us are members of the order, but we have some good men here who are only waiting until the required time shall have elapsed, when they will be ready to send in an application for membership. We have missed two days since our organization, when we ought to have had a meeting, caused by so many being out on their runs that a quorum could not be found. At first we were obliged to meet at night, and on Sunday night too, but we have now moved into a new hall, and meet at 2:30 P. M. the first and third Sunday of each month, and all Brothers

who can make it convenient to do so are cordially invited to meet with us. We do not have a latch string on the door to hang out, but the O. S. has the sense of hearing developed to such a degree that he never fails to hear the slightest alarm and attends to it at once. Owing to the rush of business we have as yet failed to elect the committee provided for at New Orleans, as it was thought best to wait until we could get as many of the Brothers present as is possible as all are interested in the duties of this committee.

A few words in regard to our road and I will close. The H. & St. J. Railway runs from Quincy and Hannibal to Kansas City, with a branch from Cameron Junction to Atchison via St. Joseph and is operated by the C., B. & Q. Mr. S. E. Crance is superintendent, and Mr. P. H. Houlahan is trainmaster. They are both well-known railroad men, and have no superiors in the offices they now fill. Mr. Houlahan came here during the latter part of last year, and by his fair and impartial treatment of all has gained the friendship and best wishes of his employees. He is a strict disciplinarian, and is fast showing his ability to run the H. & St. Jo. in first-class shape. To use an old saying, we all think he is the right man in the right place. Mr. Houlahan was formerly trainmaster at Beardstown, Ills., where he still has a host of friends who always have a word to say in his praise. I have written more than I intended to when I began, but by way of excuse will say this, as our correspondent has not troubled you to any great extent, hope you will give this a place in the columns of the MONTHLY. "Jimmy," as he signed himself, writes well when he starts, but "*Oh my*," how long he does wait for the second effort

Yours in P. F.

194.

Brothers, read this twice over, it will bear it, and then act by some of the thought expressed.—[ED.]

For the MONTHLY:

### AN ODE TO MIND.

If there's a theme to which those powers belong,  
That sweet with numbers high in the poet song,  
'Tis mind, her daring flights, her devious ways,  
Her lightning flashes and her dark displays,  
Working unseen within her viewless cell,  
Or wandering out upon the past to dwell,  
Or on unfettered wings of thought to roam,  
The ocean depth or the star path her home.  
Look round upon the countless forms of things,  
That to the eye creative wisdom brings.  
Behold the flowery bank, the verdant plains,  
The loaded fields where peace and plenty reign,  
Or turn and see the mountain summit rise  
In frowning majesty to meet the skies.  
Let the o'erhanging cliffs forbidding crow,  
Awake your breast to dread and wonder how  
Now see the spreading mains stupendous wave  
In calmless slumbering or to tempest rave.  
Let wonder then dilate your swelling soul,  
To where the mighty planets ceaseless roll.  
Behold them holding on untired their race,  
With lightning speed thro' unmeasured space.  
Weigh their vast bulks, see the harmonic laws,  
That speaks the wisdom of their glorious cause.  
And where you all in vast whole combined,  
Confess it one vast waste, was there not mind?  
The Almighty infinite whose wisdom forms,

Whose power upholds and whose effulgence warms,  
Had all in vain fulfilled his glorious plan

Had he not crowned the whole by forming man.

Had no intelligence been made to mark,

No mental ear unto its strains to hark,

No eye of soul its various hints to view.

No thought to wander all its mazes through.

For what need roll the mighty worlds of heaven,

Why t those suns should be such glories given,

Why need the earth put on such robes as those

That o'er her forms each differing season throws?

If thought and consciousness to think and feel

Were not, why would they all these charms reveal?

'Twould be as some bright cour as where the hand

Of genius had a glowing picture planed,

And buried 'neath the earth where not an eye

Should e'er one color of its charms espy.

Or like a harp to sweetest harmony

Waken by the sound where long had ceased to be

An ear to listen or an heart to swell

Beneath the powers that both music dwell.

Is it then true that things of every kind,

Or great or small were made for thee, O mind?

What is thine essence, what thy glorious birth,

What thy high destiny and what thy worth,

That thus the eternal should his power display,

To form such path for thee alone to stray?

Can yonder forms be animated by thee,

Those wretched forms of guilt and misery,

That thus in hideous shapes so various rise

In dark array before my wandering eyes?

Can it be thee that yonder I behold

Bartering bright honors for a grasp of gold,

And cringing there before the fools who shine

In gold, not the pure gems from the virtuous mind.

Can the red glare of yon fiendish eye,

Beneath whose flash I see fair virtue die,

Beset by thee dost thou that tongue employ

That does with slander foul fair fame destroy,

Blasting and breathing pestilence around,

Where peace and happiness and love were found.

Can yonder forms be moved by thy control,

That hastes with tottering step to that red bowl

Which throws a shroud of darkness o'er thy soul,

Extinguishing in one vast dismal night

Reason and love and virtue, sacred light?

Dost thou within yon darksome bosom dwell,

Where black revenge sits lurking in his hell

To nerve the murderous arm to deed of quiet

And see the blood of innocence is spilt?

Enough of this dark map. I turn and see

A fairer group, tho' low and dark they be,

Who in the shade of innocence still keep,

Where the bright fields of knowledge they might reap.

Can they abide, O mind, be in yon breast,

That pants to be in folly baubles drest,

That shuns all thought and noisy world,

In fashion's vortex is forever stirred.

O, say, is thine yon dull and languid eye,

That sleep unconscious where ascended high

The sun of knowledge sheds around his light,

Revealing glories to the attentive sight,

Glories unmeasured, beauties undefined.

Burst by his radiance the enraptured mind

Does he that like the reptile crawls the earth  
 Now think one moment of his heavenly birth  
 Contains a spark of thee? Does thou illumine  
 But to make visible the angry gloom,  
 That dark misanthropy and discontent  
 To yonder brows their frowning shades have lent?  
 Yes, it must be confessed 'tis even so,  
 All this degraded map so black, so low,  
 Is mind, that wondrous essence, boon of heaven,  
 To whom creation's fancies all were given,  
 The same that prompted that God-like Howard plan,  
 To snatch from misery's grasp the wretched man,  
 To pour the healing balm of broken hearts,  
 And feel the joy that charity imparts;  
 The same that that all-hallowing radiance sheds,  
 Along the path where lovely woman treads.  
 Feeling and faculties and powers the same,  
 Which sheds such glory 'round the Grecians' name,  
 Which raised their sages to that dazzling height,  
 Which glories, mysteries, burst upon their sight,  
 Which in their poet breast so brilliant burned,  
 That all its light involved to brightness turned.  
 The same that gave that flash to Brutus' eye,  
 When he resolved the tyrant low should lie.  
 Which in the breast of Cincinnatus dwelt,  
 When Rome before his real greatness knelt,  
 Which prompted those immortal thoughts that tell  
 Of the deep things that on bright genius dwell.  
 That gave the mighty thought of Milton wing,  
 And taught him how of heavenly theme to sing.  
 That gave great Newton power untired to stray  
 Along the expanded heaven's vast trackless way,  
 And mark and measured every flaming world  
 That thro' the expanse the Almighty arm hath hurled.  
 All hail all the same in each wide, varying state,  
 Thus high, thus low, thus little and thus great,  
 'Tis mind, all mind, it thus hath power to be  
 A chained slave or a proud spirit free.  
 Shrouded in guilt black robes or shining bright  
 In virtue's vestment pure of spotless white.  
 A weak and scarcely conscious thing of life,  
 Or girded high with power from mighty strife,  
 Confined to one small spot or free to soar  
 The vast expanse of time and nature o'er.  
 But more than all a sure inheritor  
 Of pain and woe o'er bliss forever more.  
 Ah, thou who formed this fearful being, mind, •  
 For lot so dark or joy of such a kind,  
 Save us from that and raise us up to this,  
 That we may dwell with thee in endless bliss.

WILLIAM MARSHALL DODD.

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**INDUSTRY.**—In seeking a situation, remember that the right kind of men are always in demand, and that industry and capacity rarely go empty handed.

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**LOVING WORDS.**—Never part without loving words to think of during your absence. It may be that you may not meet again in life.

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**DON'T SLANDER.**—Speak as little as may be of thy neighbor, or of anything that concerns him, unless an opportunity offers to say something good of him.

CHATTANOOGA, TENN., August 8, 1887.

*Dear Brother C. S. Wheaton:*

Lookout Division, No. 148, met yesterday at 2 p. m. Chairs filled as follows: T. M. Mitchell, C. C.; R. R. Hargis, A. C. C.; W. T. Coperhart, S. C.; J. M. Burnett, J. C.; R. B. Stegall, S. and T.; F. Sasaman, I. S.; E. W. Beal, O. S. Division being well filled with Brothers. Brother A. J. Statten, of Atlanta Division, No. 180, was with us.

After the Division was opened, and everything moving serenely, there was an alarm at the outer door, and on being answered by the O. S., there were four little orphan children ranging in age from six months to nine years old. They said they wanted to see Brother Mitchell who immediately appeared at the door, and the older of the four said, "Mama said, give you this," and then presented him with a box. Brother Mitchell, after thanking them and returning them again to the foot of the hall stairs, returned to the Division, and upon opening the box the following note was found:

*Lookout Division, No. 148, Order of Railway Conductors:*—I have this day received twenty-five hundred dollars, the amount due the children and myself, on the policy held by my husband in your grand Order. I extend to you my heartfelt thanks for your kind and watchful care of him during his sickness, and your Order will ever be tenderly remembered by the widow and orphans of your dead Brother. Please accept the accompanying altar cover as a small token of my gratitude and esteem. (Signed,) MRS. T. J. WALKER.

My dear Brother, had you been present at the presentation of that altar cover (which was beautiful and had worked on it in beautiful gold letters, O. R. C.) and its being presented, as it was, by those four little orphans, you doubtless would have been moved to tears.

Not long since our Secretary and Treasurer, Brother Stegall, was made the happiest man in Chattanooga by two little fellows (twins—boy and girl) being found at his house, and owing to the officious part the good Brother's wife has always taken in all our labors for the Division, and especially the picnic at Spring Bank, the members of the Division naturally felt a great interest in the future as well as the present of the little fellows. So upon congratulations extended to Brother Stegall, (Brother Hargis says Brother Stegall asks for sympathy and old clothes) so the Division No. 148, which is always equal to the occasion, sent to Cincinnati and got a nice double-seated buggy, and on last Sunday, according to premeditated arrangements, it was presented to Brother and sister Stegall at their residence on Gillispie street, the Division all being present. Brother Hargis made the presentation speech in the most touching manner, and Brother Stegall answered and said that he hoped everybody present would enjoy themselves, and wished the future of the Order great success, but that he hoped that a similar occasion would never call us together again and especially at his expense. Brother Mitchell made some very touching remarks in behalf of our Insurance Department, and referring in the most touching manner to the four little orphans, and then exhibited the altar cover and referred to the Brothers of our Division who have died and the comfortable situation in which their families were left, and urged all the good sisters present to see to it that they hold a policy on the lives of their husbands. After this we were invited to a delicious repast consisting of a variety of cake, especially the O. R. C. cake, which was very large with the letters beautifully made on it, "O. R. C.," thus enabling us to draw into requisition every one of the five human senses. J. P. Stegall, brother of our Secretary and Treasurer, and superintendent of the Boston Fruit and Wine Co., Barton, Ga., was present

and furnished the party with six different kinds of wine from ordinary cider and all enjoyed themselves.

Chatanooga, to-day, is the railroad center of the South, and every month brings to us new goods and a greater demand for railroad men. I am glad to say to-day that Lookout Division, No. 148, has as good a set of gentlemen as you ever met, and the greater part of them are Christians, and those who are not realize the fact that we are Brethren, and there is a tie then that is not easily severed. Brother Wheaton, we are all very much in favor of the Ladies' Department in the journal, and think it one of the first steps upward, onward, and heavenward to get the railroad men to realize that their wives, sisters, daughters and mothers are entitled to the highest possible consideration in this matter. What is more like the joy of heaven than the sympathy of a good woman? What will tend more towards civilizing a man than the company, conversation, correspondence, or association of a woman, and this is especially so about a railroad man, as they are deprived of the association of ladies more than anybody else. We wish you great success while occupying the editorial chair of the journal. Fraternally etc.,

J. M. BURNETT.

POCATTELLO, IDA., August 5, 1887.

DEAR EDITOR:—Since I wrote you last considerable change has taken place on the Utah & Northern road, so thinking that you and the readers of the journal might like to know what they are, I will inform you. On the 26th of July two hundred and fifty-six miles of the U. & N. narrow gauge road was spread to the standard gauge, taking about five hours and thirty minutes to do it. Our superintendent, Mr. Blickensderfer, is deserving of much credit for the able manner in which he has superintended the work. Standard gauge trains have been running regular since the change, but on a narrow gauge time card, which, I understand, is to be exchanged for a standard card on the 6th of August. The boys are all delighted to get on big cars again. Some of them had been on narrow gauge so long that our train master, Mr. Stelwell was requested by them to issue them passes over the short line so they could become accustomed to the standard gauge before the change was made, and now all are getting along nicely. I will give you the names of all I can think of and the location, on the sixth division between Ogden and Pocatello, Mr. Merrill and Brother Hogan, Division 124, are on passenger; on freight, Brothers Fletcher and Thomas, Division 124, and J. T. Ruggs, Division 209; on seventh district, between Pocatello and Butte: Brothers Farrill, Flanders and Cook run passenger, with Brothers Quinn and Mintee as extras, and on freight between Pocatello and Spring Hill we find Brothers Bob Hunter, Jno. Fagan, W. F. Galbraith, Ed. Cothcart, Chas. Covert, Jno. Daily, and your humble servant; on chain gang on the eighth, between Spring Hill and Butte, we find Brothers Rose, Mutie, Surman, Collins, and Douglas, with Brother Matoel assistant road-master, all members of 209 Division. We also have Brothers McGee, Miller, and Crawford, members of other Divisions. Brother Covert is the only man that has to get on before starting. "He is short you know."

Our Division is well and prospering, probably will have another application soon as our Chief is talking of a trip to San Francisco. But I do not think the constitution says anything about ladies, does it? Well, success and a pleasant trip anyway.

Mr. Editor, for fear I will say too much I will close, with our best wishes to the Order, the Journal, and also the Grand Officers, wishing you much pleasure in your new home and offices. Yours in P. F.

J. T. WOODS, Correspondent.



For the MONTHLY:

*LIFE IS TOO SHORT FOR THAT.*

Have you doubted omnipotent power,  
 Omniscient intelligence scouted,  
 Or to yourself proved by the hour,  
 God's omnipresence was routed,  
 And seeing some natural laws,  
 Sought their maker from them to "get at,"  
 Expecting to thus know their cause?  
 Then "Life is too short for that."

Are you busy in money getting,  
 From the sole desire of gain,  
 Your soul with anxiety fretting,  
 Overworking your weary brain,  
 Till any but thoughts of gold  
 But fill your mind with distaste,  
 And worries you find manifold?  
 Then "Life is too short for that" waste.

Have you suffered a grievous wrong,  
 Upon which you have brooded of late,  
 And asked that your life might be long  
 Enough to mete out your hate  
 To the culprit in unstinted measure,  
 Your constant thought, always the same?  
 When accomplished 'twill not bring you pleasure.  
 "Life is too short for that" aim.

Does your neighbor, just over the street,  
 Think, than yourself, she is better,  
 Who notices you not when you meet  
 And chooses to ignore you? Let her.  
 Compelling from such, recognition  
 Would only make other folks smile,  
 Feeling sure of your own position.  
 "Life is too short for that" style.

Have you a boy whose childish play  
 Sometimes yourself does annoy,  
 When returning at close of day?  
 Don't forget you, once, were a boy.  
 His childish sport do not turn  
 By chiding to premature age,  
 Until your presence he'll spurn.  
 "Life is too short for that" stage.

Have you a daughter, neat and trim,  
 Who is yet a maiden scholar?  
 Do not look so hard and grim  
 If she asks an occasional dollar  
 To adorn her in daily dress.  
 True adorning then cultivate.  
 Lack of which caused Eve distress.  
 "Life is too short for that" fate.

Has your wife, through patient care,  
 Made your home life cheerfully bright?  
 Then yourself why not prepare  
 Ere entering that home at night?  
 Do you, with your moody brow,  
 Her smile then always ask?  
 I beg to say to you now,  
 "Life is too short for that" task.

Is your husband tolling long,  
 Either with brain or hands,  
 That your life may be full of song,  
 Freed from want's demands,  
 Who oft a cheerless home enters  
 On your "shopping" or "calling" day?  
 For around you his whole life centers.  
 "Life is too short for that" way.

Are you constantly finding fault  
 Because of imagined slight?  
 Had you not better call a halt  
 And be sure that you are all right?  
 'Tis possible you are in error,  
 An annoyance to your best friend.  
 Such a verdict would produce terror.  
 "Life is too short for that" end.

S. E. F.

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CEDAR RAPIDS, IOWA, 1887.

Pursuant to the call of C. S. Wheaton, the Grand C. C. of the Order of Railway Conductors, the Board of Directors met in the spacious headquarters of the Order, at 12 "high noon" of July 12. Quite an amount of business was transacted of material benefit to the organization, and in the main this meeting may be said to have been very harmonious, yet from first to last the members waxed very warm, every one appearing to be in a fever heat, even the little thermometer rising so high that every succeeding degree seemed to warn every one to be careful and keep in the shade, and every pulse of the mercury necessitated the purchase of an additional fan by the A. C. C. In general appearance the "dress parade" of the party would compare very favorably with the undress exhibit of many a fashionable soiree or some fancy ball, and the A. G. C. C., with the assistance of the junior member of the ex-committee, endeavored to outdo each other in their "Father Hubbard" costume. On Wednesday evening we received a call from the efficient Mayor of the City of Cedar Rapids. The party being formally introduced by the G. C. C., but before the introduction was half over, I surmise that every one felt that they had known him for many a year. And it is no wonder that this beautiful city of 20,000 inhabitants, situated in a comparatively new State, is to-day a live, vigorous and prosperous city, with such a man as Hon. C. W. Eaton at the head of its municipal interests. With no excuses received, for each and all were ruled out by His Honor, we accepted his kind invitation to take a drive around the city; and at 7 p.m. a nice and commodious charriot drawn by four sleek-coated horses, took their station at the outer door of the Clifton, and the Board of Directors and Grand Officers, accompanied by a few of the prominent citizens of the place, took seats inside at the "All aboard" of "His Honor,"

while on the seat with the driver sat the "Stanley" of the expedition. Driving west over one of the elegant bridges which span the Cedar River, we were shown the neat little cottages which adorn this little suburb, showing the rapid growth of this portion of the town, which but a few years ago was only a wild uncultivated prairie. Winding around the southeast portion of the city, we crossed the Cedar once more on the lower bridge, where we were shown the world-wide renowned packing house of T. M. Sinclair & Co. From here to the northern portion of the town, where are situated so many beautiful homes which would do great credit to many an older and richer city. And if it be true that every man's home is his palace, then there are many, *very* many homes here that are indeed a palace. One or two of our party being obliged to return to their homes on the evening train, we were, as we supposed, being driven to the hotel, when suddenly the driver reined his four-in-hand to the side of the street and halted in front of a magnificent lawn, and the excellent Mayor who had spent the entire time in placing before us a resume of the past, present, and future prosperity of this beautiful city whose interests he so ably represents, invited us to alight and partake of his home hospitality within the walls of a palace that nothing but a whole-souled, generous, noble man, with one more that is nobler than all else can adorn, a loving, noble woman. After a few moments rest, and after partaking of the tempting viands which are deemed appropriate to a prohibition city in a prohibition State, we were driven to the hotel where our host bade us good night, and if he parted from us with half the feeling that we were gentlemen representing an Order worthy of his respect, as also the respect of his townsmen, that we did of him and the inhabitants of the city which he so ably represents, then the home of the Order must certainly be cast in a pleasant place, and in meeting many of the gentlemen who represent the business and commercial interests of this city, we can only add we were never better treated, for which please accept our thanks which are gratefully extended, and which comprise the major portion of our earthly possessions. One and all are under great obligations for the kindness and personal attention given us by our worthy G. C. C. and G. S. and T. May they live long and be happy while we kindly remember them, and and our stay in your beautiful city.

E. H. BELKNAP.

## EDITORIAL.

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THE MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

C. S. WHEATON, *Editor.*

E. B. COMAN,

W. P. DANIELS,

H. HURTY,

W. SEARS, *Associate Editors.*

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THE RAILWAY CONDUCTORS' MONTHLY is the leading periodical of railway employes in this country, and patronized by the best classes of railway men. It should be in the hands of all Conductors.

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The death of A. A. Talmadge, for a long time past General Manager of the Wabash system and Missouri Pacific Railway, and the resignation of Mr. William Kerrigan, has made some marked changes in the official staff on those lines. Mr. Hayes succeeds Mr. T. as General Manager of the Wabash property, and Mr. A. W. Dickinson, an old Missouri Pacific man, takes Mr. Kerrigan's place as General Superintendent of the M. P. Mr. Dickinson is well known as a railroad man of great ability, and emphatically the employe's friend.

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We are somewhat amused at the attitude of some of the self-constituted champions of railway employes, and even some members of our own Order, in regard to the license question with railway employes. As soon as the question took definite form up sprung the originators in every quarter with "I told you so;" "I started it;" "My idea for many years," etc. Permit us to say that all credit in this matter is due to Brother W. P. Daniels, Grand Secretary of the Order, and with him Brother J. B. W. Johnson, of No. 69, they are the originators of the matter, and the former has alone prepared the bill which has been his study for the past six years, and it is but justice to him that the credit is given where it rightly belongs.

We are pleased to note the advices from all quarters indicating the great reform among railroad men in the matter of the use of liquor. One of our correspondents states that five years ago nearly all the men on the line where he works used it, and many to excess. Now not one use it to any extent and none habitually. This speaks well for the work of railway associations, as all branches have been organized there during that time.

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We have noticed some periodicals are endeavoring to make it appear that the failure to obtain a quorum at the late meeting of the Train Dispatchers' Convention at Boston, was largely due to the attitude of railway companies on the pass question. We are quite sure that this had but little to do with the matter. Had the Dispatchers been in earnest in their work, that would have had but little to do with it. We are inclined to believe that lack of interest on the part of members was the prime cause. Employes of all grades will regret that they were not successful in holding their meeting. We shall hope their next will be well attended, and that they will press the work that they have mapped out.

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The Alabama law requiring all locomotive engineers to be examined and pay a license has already made trouble. An engineer on the Mobile & Ohio Railroad, who failed to comply with the requirement, has been arrested and sent to jail, and an application has now been made for his release on the ground that the engineer is an instrument employed in the business of inter-state commerce, 60 miles of his run being in Alabama, while 265 miles are in Mississippi, and that the enforcement of the act is beyond the jurisdiction of Alabama and in violation of the Constitution of the United States. The Brotherhood of Locomotive Engineers is strongly opposed to the law, and it was reported that all the engineers in Alabama would stop work, but this is probably without foundation. The Alabama law is an experiment, for which there seemed to be no particular necessity, and which has apparently not proved advantageous.—*Railway Age*.

Here we have the picture again of legislators enacting laws that they know little or nothing about. When will the employes wake up to the exigencies of the case and take the matter up and protect themselves in these matters by legislation? We are certainly surprised that the *Age* should take the ground that there is no need for measures and means that will certainly secure a greater degree of proficiency in the service. All additional safeguards that can be secured should be brought into the service to protect the lives and property of patrons of railways.

The table of net earnings of 111 railroads, as given by the *Railway Age*, presents a very pleasant picture, particularly from a business standpoint, as it is a sure indication of prosperous times in other circles; and we venture to predict that the report of the last six months of 1887 will far outreach that of the first six. The net revenue of same lines in 1886 was \$146,266,668, while in 1887 it was \$170,459,725 for same period, an increase of \$24,193,057, or an increase of 18 per cent. Only five roads show a falling off in net earnings out of the total 111. The A., T. & S. F. show the greatest gain, it being \$2,129,767 in round figures. This exhibit is truly a flattering one, and we shall hope to see this state of affairs continue, and it means better times to all, both in and out of the service.

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We print in this number by special request of those most interested the address of Mr. M. Rickard to Division No. 14, B. of L. E., located at Utica, N. Y. This address has no political significance to us, and the MONTHLY does not propose to meddle in the slightest where political issues are involved. This is printed to give all interested as nearly as possible a true statement of the case as it stands. Mr. Rickard was the chosen representative of the B. of L. E. and O. of R. C. in the State of New York for the position of Railroad Commissioner for that State. His name went before the Governor of the State, unanimously supported by six thousand conductors and engineers, and behind them unanimously the rank and file of other employees. His name was duly presented to the Senate, and as Mr. Rickard defines, was rejected or "hung up" by that body. They did not stop there but the remarks of one of their number as quoted was and is to-day an insult to every railway employe in the State. There are to-day many men in the State who don the blue clothes and stand on the deck of an engine as she rushes through sunshine and storm, sunlight and darkness, that are the peers of the men who "hung up" the "Greasy throttle-jerker," and would make more competent and worthy legislators. Railroad men of the country, it is time you were awake to the exigencies of the hour. Do not longer be the tool of any political aspirant; let us work first, last, and always for the best interests of railway employes, and let politicians go elsewhere for their support. Watch closely *all* legislation, see that no laws are enacted that tie us down and operate to the betterment of other classes. The employes in the State of New York have a debt to pay. Let them be up and doing, and see that paid in each case in full with all the interest due thereon,

*OUR FRIENDS.*

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Who amid all the vicissitudes of life's journey are our friends? Railroad men in every class are greatly in need of friends at all time, as but few are independent. Who, then, are they that we can properly call our friends, and who ought we to cultivate as such? These are questions that ought to be asked by every man in the service of railway companies, and in these days of almost continual agitation and strife, we should look about us for ourselves and consider; yes, consider well. You can hardly pick up a periodical of the present day, more especially those who claim to speak for railroad men, but you find them dwelling at all times upon the evils in the service, endeavoring to convince men of our class that they are the only true friends. We can assert in truth that this class of professional agitators are not the friends of railroad men, and the act is a libel on the intelligence of our class. We know when things are wrong as well as they, and we do not ask them to parade our wrongs before the world. It is particularly the mission of the various railroad Societies to right those wrongs, and I doubt if any request has ever been made by them to these whilom champions for their assistance; yet with persistency and presumption they continue. When a boy we remember a text given by a good Baptist divine, from which he preached an effective sermon, "What is that to thee mind their own business." It would seem very appropriate lately in many directions.

We ask you, kind reader, which has been your best friend—the professional agitator or the officers who employ you? Which has done you the most good—the Organizations that you belong to, or the man who tells you of your wrongs? Where do you go for redressing your wrongs. To the agitator or to your employer? How many cases of actual wrong done the employe have been left without justice when properly exposed and brought to the notice of those in charge? Who then, we ask, is you best friend in the service? Having served some time in various capacities, and having been brought directly in contact with men who hold official positions on railways, we have no hesitancy in saying that in nearly every case, we find all willing to right any wrong committed, and ever ready to listen to the story of the employe who is aggrieved, and afford the necessary relief. No service is more honorable than that of railways, and should be so considered, but there are those who take delight in parading all that is dishonorable and bad before the eyes of the public, using their best endeavor to educate the masses to look with disfavor upon railway employment. It is true there are many

bad things in railway employment, some can and some can not be removed. There are likewise bad features in all kinds of employment which are subject to the same rules as the above. The well-known generosity of railroad men make it a better field for these journalistic vultures to ply their vocation. We are glad to note that there are exceptions to this rule even. There are papers that are printed and furnish means of education to the great mass of railroad men, and are deserving of support. The various periodicals printed by societies of railroad men are doing all they can to raise the standard of the service and better the condition of their membership, and they work together to accomplished the desired result which must be ultimate success for all. There is no time for contention in the service, and no time for quarreling among members. Harmony first, last, and always will secure the best results. The Order has its peculiar tenants, so have the others. We are willing they should transact their business as they desire, we reserving the right to do the same with ours. The interest of one is the interest of all, and if properly looked after, contention will disappear and all find that their best friends are in the lines of the service where they work, and by that work live, and under the action of the various organizations the evils in the service will soon disappear.

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An official order has been issued by the Chicago & Northwestern, requiring Superintendents, Train Dispatchers, Conductors, Firemen and Yardmasters to have their watches examined every three months as to quality and condition. The order takes effect August 1, and a certificate of examination, signed by examiners appointed for that purpose, will be required. The order stipulates that all watches must be fifteen jewelled, patent regulator, adjusted to heat and cold, and protected with the anti-magnetic shield. The order has created a good deal of dissatisfaction among the Engineers and Conductors, who claim that not one watch in ten will stand the test, and that it will necessitate the expenditure of \$40 or \$50 by each man, but the officials state that watches meeting all the requirements can be secured for \$25.—*Railway Age*.

The above presents a somewhat peculiar picture, while the examination of all watches carried by the employes may be all right. The compulsory addition of patent appliances, whose benefits are still in doubt, is certainly carrying the matter beyond what the ordinary observer would consider just. To be sure the jeweler, who is interested, is in earnest and on hand with his certificates; but the question whether the appliance is a benefit or not is not definitely settled as yet, and probably will not be for some time to come. The order would seem from this standpoint to be extraordinary and unjust.



*A LETTER BALLOT.*

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The Master Car Builders' Committee on Automatic Couplers, at the meeting of the association in Minneapolis last month, in its report to that body used the following language :

Your committee feel that the status of the problem at the present time, as here stated, warrants them in making the recommendation that this association recommend as a standard form of coupling, the "Janney" type of coupler ; that the association procure one of the present make of "Janney" coupler, selection being made by a committee appointed for that purpose, and then all other forms of couplers that will automatically couple to and with this coupler under all conditions of service are to be considered as within the "Janney" type and conforming to the standard of this association. Your committee trust that you will see fit to submit this recommendation to letter ballot.

By accepting the committee's report, the Master Car Builders' Association expressed its willingness to test the sentiment of its entire membership upon this important matter, and accordingly the vote will be had. The result ought not to be doubtful, and the ballot should show both a large vote and a decided opinion in favor of the standard proposed.

We need not reiterate to Master Car Builders the careful and pains taking methods pursued by their committee in arriving at the conclusion upon which they wish affirmative action by their associates. They understand perfectly that the report read before their last meeting was no hastily written or carelessly constructed document, but that its utterances express the best thought upon the subject.

But we do not feel warranted in urging upon their thought the helpful influence of a large and decisive vote upon the automatic coupler question at this time. Much valuable ground may be lost by carelessness and indifference now. Then let every Master Car Builder in the country avail himself of this letter ballot to speak a loud and positive word for automatic couplers.—*Railway Register*.

The above gives force to a long-needed improvement in railway appliances—a standard coupler. We have decided to open a ballot at this office for conductors to express their opinion on the merits of the various safety couplers. The ballot will be open thirty days. All conductors are requested to send in their preference, and they will be registered and the close result will be given. September 15 to October 15 will be the dates. Conductors are handling all kinds of couplers each day and ought to be the best judges of this class of appliances. Send in your opinions.

## SOME DICTIONARY SELECTIONS.

Burdette extracts the following from the new American dictionary and tells about it in the *Brooklyn Eagle*:

Author: A man who scissors the distance tables out of a railway guide; the population of cities from a census, an article on "volcanoes" from the encyclopedia, the rules of base ball from a newspaper almanac, and then publishes it under the title of "Gems of Thought and Mines of Knowledge." The term was formerly applied also to a person who wrote a book, in this sense it is now obsolete.

Beauty, Professional: See Advertising.

Congress: A benevolent association, organized for the purpose of supporting the Congressional Record and denying whatever may be printed therein.<sup>1</sup> See, also, article on Natural Gas.

Critic: See Manager.

Divorce: See Critic.

Drouth: See Prohibition.

Duel: A fashionable amusement, formerly considered dangerous, but now quite popular among the leisure class on account of its assured harmlessness. It is highly recommended by physicians for all persons who are too weak to play base ball.

Egg: A tribute of respect and admiration. See Lecturer.

Fun: See Boys and "Headache."

Gum, Chewing: A course of study at a girls' school; see also, caramel and bedhead.

Horse: Compilation of strange diseases, that develop immediately after the sale. See "Taken in" and "Honest Farmer."

Independent: One who always takes the other side to show that he can't be influenced.

Judge: A title of honor applied to gentlemen who hold stop watches and have the best seats at horse races; in uncivilized communities sometimes applied to persons who preside at the sessions of courts of justice.

Kicker: A man who never originates anything or suggests anything and opposes everything any one else suggests. See "Mule."

Lady: A female who takes in washing, does kitchen work or waits on hotel tables.

Mayor: A citizen of Georgia.

Narcotic: See "Sermon."

**Onion :** A drug for strengthening the breath ; much used by confidential people whom you cordially dislike, and who are forever trying to whisper something to you which you do not like to know.

**Professor :** Any one but an instructor in a college or university ; usually a horse tamer or dancing master ; sometimes a corn doctor or a piano player.

**Quart :** A unit of measure applied to the size of the hip pocket in Kansas ; a flask which holds about enough for five men in Boston, three in Ohio, and one in Arkansas.

**Rider :** In England, a man who tries to fall off a horse ; in New York, a man who does fall off. See also "Bounce" and "Buck."

**Talk :** A singular sound produced by opening a vacuum ; a disease often fatal presidential to candidates, who are apt to be attacked by it unless retained by their friends. See "Lockjaw."

**Umbrella :** A myth of the nineteenth century ; a piece of portable property that cannot be held in severalty ; something which you have not, or if you have, it is not yours ; that which cannot be kept. See, also, "Thief."

**Vanity :** The quality by which a man is enabled to lightly ascend the long stairway to the editorial room with a poem.

**Wrath :** The quality that enables him to go down again in half the time.

**Witness :** The principal victim in any criminal trial ; one who is forbidden by American law to say what he saw or repeat what he heard. See "Browbeat" and "Badger."

**X :** Something which we do not happen to have about us for a couple of days.

**Zodiac :** A procession of animals on the cover of the almanac ; the interior department on street parade ; merely introduced into the language as part of a scheme to enable the letter izzard to make itself useful ; nuff zed.

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**THE GOOD OPINION OF THE WISE.**—The esteem of wise and good men is the greatest of all temporal encouragements to virtue ; and it is the mark of an abandoned spirit to have no regard to it.

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God answers our prayers not according to our wishes but our wants ; not as in our ignorance we may have asked, but as an enlightened regard to our best interests would have led us to ask.

## YARDMASTERS' DEPARTMENT.

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—Grand Secretary Sanger reports that all is going nicely with the Association since the annual meeting.

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—Who will give us the best list of subscriptions for the MONTHLY and get the premiums. Ask the Manager for circular.

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—As ye editor of the MONTHLY sat quietly enjoying his breakfast at the Clifton on Friday morning, August 5th, he received a vigorous summons to repair to the Depot *at once*. It is needless to add that he repaired, when what a sight met our astonished eyes. There, ranged up in line, were nine leading Yardmasters of Kansas City, who at once laid violent hands on the subscriber, and we were speedily hustled into the palace car "Mascotte," and introduced to the ladies of the party, nine in number, eighteen in all, and a happy outfit they were. They came via the C., R. I. & P. R'y, Kansas City to Columbus Junction, B., C. R. & N. to Cedar Rapids, and thence to Minneapolis, Minn., St. P. M. & M. to Fargo, Dak., and N. P. R. to Portland, Oregon. Thence either by steamer or rail back home. Trainmaster Murphy of the B., C. R. & N., and a member of Minneapolis Div. Y. M. M. B. A., with the editor, accompanied the party as far as Vinton. The party was composed of W. R. Wright and wife, Justice Hohl and wife, H. A. Messenger and wife, Dan Conner and wife, All Eagan and wife, C. McDonald and wife, L. Hohl and wife, T. H. Brown and wife, and E. T. Collins and wife, eighteen all told, and a happier party cannot be found. Look for an account of their trip in October MONTHLY. The MONTHLY wishes them a pleasant trip and safe return.

## LEGAL.

Edited by R. D. Fisher, Indianapolis, Ind.

### CXLVI.

*Limited Ticket—Ejection of Passenger—Evidence.*—Plaintiff wishing to go to Lancaster over defendant's road, made inquiry at the ticket office as to the running of the trains, and at the suggestion of the agent he purchased a return ticket reading as follows:

"PENNSYLVANIA RAILWAY CO.,  
DAILY EXCURSION TICKET."

"In consequence of the reduced rates at which this ticket is sold, it will only be received for return passage on the day of sale, as stamped on the back. If issued on Saturday or Sunday, will be good to return on the following Monday, inclusive."

Plaintiff went to L., and after transacting his business, presented himself at the depot for return passage about 11 o'clock in the evening. He waited for a train until 12:45, when it came, upon which he took passage. The Conductor examined his return coupon and refused to accept it on the ground of its having expired at 12 o'clock, and demanded fare. Plaintiff alleged that his ticket was good, but rather than suffer ejection he would pay the difference between the redemption value of his return coupon and a full fare. This offer the Conductor refused. In the meantime the train had made several stops at its regular stations, and no effort was made to eject him until the train reached a small station at which it was not scheduled to stop. The Conductor stopped the train and told plaintiff he would have to get off. He arose, followed the Conductor to the door. On reaching the platform the Conductor showed him off on the side nearest to the station and motioned with his hand toward the station. In order for him to get there it was necessary for him to cross the tracks of the west-bound trains. He had hardly stepped on the ground when the train had moved off. It was quite dark, there being no lights or signals at the station, and before he had time to clear the tracks he was struck by an express train and injured.

The court below ruled that he had no right of action and ordered a non-suit. From this ruling plaintiff appealed, wherein it is—

*Held*, That even a trespasser cannot be ejected from a train without a reasonable regard for his safety. That while a railway company is not bound to the same degree of care in regard to mere strangers who are unlawfully upon its premises that it owes to a passenger, it is, nevertheless, not exempt from responsibility to such strangers for injuries arising from its negligence or from its tortious acts through its servants. And, assuming the plaintiff to have been a trespasser, still the defendant had a duty to perform with reference to his safety, which it was not at liberty to neglect. Judgment reversed and new trial ordered.

Arnold v. Penna. Ry. Co., Penna. S. C., Feb. 7, 1887.

## CXLVII.

*Duty to Furnish Seat to Passenger—Ejection—Trespass.*—Action for damages because of expulsion from defendant's cars, upon which he had taken passage. He refused to show or deliver his ticket because the Conductor would not find him a seat. He was in the ladies' car and was offered a seat in the smoking car, which he declined, because the foul air would make him ill. The ticket was again demanded of him at the first regular station, but he still refused to produce it unless he was given a seat, and then upon his refusal to leave the car he was ejected. He recovered a judgment below, and the company appealed.

*Held*, That a passenger may be forced from a train where he refuses to produce his ticket unless he is provided with a seat. Whether or not a passenger has a ticket must be proven by the exhibition of such ticket, unless its loss is shown. Judgment reversed and a new trial granted.

Memphis, etc. Ry. Co. v. Benson. Tenn. S. C., recent case.

**NOTE**.—It is also well settled that a passenger need not surrender his ticket until he is furnished with a seat, for the ticket is the evidence of the contract which entitles him to one; but he cannot accept passage even while standing without paying fare. Neither can he be compelled to accept a place in a smoking-car if it is not as comfortable and safe as other coaches provided for first-class passengers. He should have exhibited his ticket and left the train and then sued on his contract for first-class passage.

## CXLVIII.

*Rights of Travelers—Privilege—Master's Liability for Acts of Servant—Ejection.*—This action was brought to recover damages sustained while a traveler in consequence of personal injuries inflicted upon him by the employes of the master and defendant.

The plaintiff bought a deck passage for himself on the defendant's steamboat. The ticket and placards on the boat announced that deck passengers were not allowed abaft the shaft. Plaintiff went abaft the shaft, and was ejected therefrom by the hands, with great and injurious violence, and the use of violent and threatening language.

*Held*, That the defendant was liable in damages for the conduct of the servants, and that proof of the language used was competent evidence.

New Jersey Steamboat Co. v. Bocket, U. S. S. C., May 2, 1887.

**NOTE**.—The same rule of law applies where undue or violent force is used to remove a passenger from the platform of a railway car, where passengers are forbidden to ride. See 14 How., 486. A common carrier is bound as far as practicable to protect its passengers, while being conveyed, from violence committed by strangers and co-passengers, and undertakes absolutely to protect them against the misconduct of its own servants engaged in executing the contract of carrying.

## CXLIX.

*Slander and Libel—Discharge or Black-List—Privileged Communication.*—Where a railway company has adopted and carried into effect a plan by which every employee who is discharged from its service is reported to every agent authorized to employ men upon the line of its road, regularly once a month, by making out a list of such, giving name, occupation and cause of discharge; and where one was discharged for cause unknown to him, demanded to see the discharge list, which was shown to him. It contained among other names the name of plaintiff, as follows:

NAME.	OCCUPATION	WHY DISCHARGED.
Bacon, John	Carpenter.	Stealing.

Whereupon he brought suit for damages. The court below ruled that the list was a privileged communication, and that the plaintiff could not recover

Engineer. The Engineer will invariably read it before starting. The other impression will be kept by the Operator. Operators must not allow a copy of an order to leave their possession until complete, nor enter "Correct" thereon in advance of its receipt." The Dispatcher gives an order to C. and E. No.—, and the Conductor to whom the order is addressed signs the same. After the order is signed, and before corrected, the Dispatcher instructs the Operator to "bust" the order.

He asks the opinion of the editor. Our worthy Associate has given his; but we will not print it until we hear from some of the boys on the above.

—The press of the country has been filled for a time past with reports of the great Chatsworth disaster—the greatest this country has ever known, at least for years. At this writing the mortality report shows 80 killed and the number injured 225, a total of 335. The causes that led to this frightful accident are being discussed on all hands, and seem to point to the fact that the section foreman in charge of the section had only partially performed his duties, and on the day in question had been burning grass and weeds within forty rods of this culvert. The theory of malicious firing of the bridge is pretty thoroughly exploded, and it is well substantiated that the timbers were weakened by burning, so there appears to be but the conclusion left that the fire was communicated by the fires set by the foreman or by the engine of the train that passed over late in the day. However the result of the investigation may turn, it can not help those who so unfortunately were passengers on the fated train, but it has called the attention of all to a practice that has always been in vogue on railway lines and is always attended with more or less danger. We refer to the practice of running double-headers on trains. We know it is urged that it is more economical to do so, but is it? We can call to mind two at least of our largest railroad accidents, viz.: Ashtabula and Chatsworth, where in both we have the double-header. We presume there are many others. We do not charge either purely to the two engines, but it is a well-settled fact that the former is attributable directly to that cause, and we are led to ask, is it true economy that saves money at the expense of human life?

## OFFICE OF RAILWAY CONDUCTORS—BENEFIT DEPARTMENT.

56 Third Avenue,

CERTIFICATE NO. ....

*Cedar Rapids, Iowa, September 1, 1887.*

### NOTICE OF ASSESSMENTS NOS. 91, 92 93 and 94.

Due immediately and Membership forfeited if not paid before October 30 1887.

N. B.—No second notices are sent hereafter. Four benefits paid from surplus.

BENEFITS PAID FROM ASSESSMENTS Nos. 83, 84, 85, 86 and 87.						
Ben No.	PAID TO	FOR	OF	CAUSE	PAID.	Am't.
105	Geo. Collins,	Disability,	Geo. Collins,	Loss of arm,	July 28,	\$2,500
107	Mrs. Annie Walker,	Death,	T. J. Walker,	Bright's disease,	July 28,	2,500
108	A. R. Lobstein,	Disability,	A. R. Lobstein,	Head crushed,	July 28,	2,500
109	Mary E. Gilbert,	Disability,	E. M. Gilbert,	Apoplexy,	Aug. 4,	2,500
110	J. B. Wiley,	Disability,	J. B. Wiley,	Fell from train,	Aug. 4,	2,500
111	Carrie W. Burns,	Death,	F. A. Burns,	Pneumonia,	Aug. 13,	2,500
112	Mary W. Shea,	Death,	John W. Shea,	Consumption,	Aug. 16,	2,500
113	Geo W Napier,	Disability,	Geo. W. Napier,	Collision,	Aug. 19,	2,500
114	*Jeremiah McLees,	Death,	T. J. McLees,	Accident,	Aug. 25,	2,000

\* Bro. McLees was killed May 23, 1885 but owing to a dispute among claimants claim was not approved for payment until lately.

### CLAIMS APPROVED FOR PAYMENT.

Ass't No.	To Be Paid To	FOR	OF	CAUSE.	DATE.	Cert. No.	Div.No.
Surp.	Minnie DeBlois,	Death	J. A. DeBlois,	Run over,	April 27,	3730	198
Surp.	M & E. Langan,	Death	Jas. Langan,	Run over,	Feb. 2,	3469	36
Surp.	Minnie McCrary,	Death	W. A. McCrary,	Pneumonia,	Jan. 10,	4630	186
91	Geo. Gorom,	Death	J. A. Gorom,	Consumption,	May 5,	3200	2
92	Helen C. Lathrop,	Death	F. M. Lathrop,	Run over,	May 27,	4557	10
93	S. W. Ludden,	Dis.	S. W. Ludden,	Bright's dis.,	July 26,	4355	26
94	J. D. Eldred,	Dis.	J. D. Eldred,	Loss of hand.	July 27,	2302	137

Please forward \$4.00 immediately unless a different amount is stamped in red ink.

Claims of Bro. Kollert and Mrs. Weber and Mrs. Hubbard have been approved, and probably two of them will be paid from the surplus.

Claim of J. H. Curtis has been protested, and will be held for further investigation. The amount received for assessment No. 88 will be applied for settlement of other claims, and if Curtis' claim is finally approved it will be paid from surplus.

WM. P. DANIELS, Treasurer.

## *In Memoriam.*

**Rice.**—Clyde H. Rice, twelve years of age, eldest son of Bro. C. W. Rice, of Division No. 20, was drowned June 30, while bathing in the lake near Collinwood. He was an unusually promising boy, and the affliction of the family is shared by their large circle of friends and neighbors. At a regular meeting of Division No. 20, the following resolutions were adopted:

**WHEREAS:** It has pleased the Grand Chief Conductor of the universe to so suddenly remove from the home circle of Bro. Rice and wife, Clyde, their eldest son, to his home above, causing sorrow to the happy home circle. And

**WHEREAS:** We bow submissively to the will of a just God, we feel that in this affliction our worthy Brother has sustained a severe loss. Therefore, be it

**Resolved,** That the heartfelt sympathy of this Division be extended to Bro. C. W. Rice and wife in their sorrow. And be it further

**Resolved,** That as a token of respect for our afflicted Brother and wife, these resolutions be spread upon the minutes of the Division, and a copy of the same presented to the bereaved family, also published in the RAILWAY CONDUCTOR'S MONTHLY.

E. C. DIXON,  
C. A. HAMMOND,  
M. N. HYDE,  
Committee.

*Collinwood, O., July 5, 1887.*

**Mahoney**—Francis J., infant son of Brother N. J. Mahoney, of Janesville Division, No. 113.

**King.**—At a regular meeting of City of Mexico Division, No. 159, Order of Railway Conductors, held Saturday evening, July 16, 1887, the following preamble and resolutions were adopted:

**WHEREAS:** The Grand Chief Conductor of the Universe, in his infinite wisdom, has removed from our midst our beloved Brother, Edward L. King, and

**WHEREAS:** In the death of Brother King this Division loses one of its brightest members, and the Order one of its most faithful Brothers. Therefore, be it

**Resolved,** That we extend to the bereaved relatives of our deceased Brother our profoundest sympathy in this their hour of sorrow.

**Resolved,** That our charter be draped in mourning for the period of thirty days.

**Resolved,** That these resolutions be spread upon the record of this Division, published in the RAILWAY CONDUCTOR'S MONTHLY and *The Two Republics*, and a copy sent to the family of our deceased Brother.

W. C. BRADLEY,  
L. D. COPPOCK,  
J. F. CASEY,  
Committee.

*City of Mexico, July 18.*

**Sliter.**—The following preamble and resolutions on the death of Brother W. H. Sliter, which occurred Friday morning, August 5, 1887, were unanimously adopted at a meeting of Monon Division, No. 89, Order of Railway Conductors, held in the city of Louisville, Ky., on Sunday, August 7, 1887:

**WHEREAS:** It has pleased the Grand Chief Conductor of the Universe to remove from among us our beloved Brother, W. H. Sliter. Therefore, be it

**Resolved,** That while submitting with human patience to the will which has deprived us of his presence in a way we do not question, we deeply feel the absence of one who has long been among us.

**Resolved,** That in his sudden departure we recognize the slight thread that binds us to earthly things, and that the dangers of our calling should make us more firmly united by those ties of friendship which binds us so closely together.

**Resolved,** That while our sympathy can not mitigate the sorrow which time alone can heal, we wish, nevertheless, to extend to the family of our deceased Brother our heartfelt sympathy in this their great affliction and bereavement.

**Resolved,** That to his immediate associates with whom his duty brought him in closer communication, we turn in sympathy in the loss they have sustained.

**Resolved,** That a copy of these resolutions be sent to the family of our deceased Brother, and that a copy of the same be sent to our MONTHLY for publication.

H. W. ADKINS,  
C. G. BUSH,  
HENRY MCKENNEY,  
Committee.



without proving affirmatively the falsehood of its contents, and that it was published with express malice, and rendered judgment for defendant. The evidence showed that Bacon left his coat, which was well worn and worthless, in a car in which he was riding, and took a much better and entirely different kind of a coat belonging to a passenger who was temporarily absent from his seat. This act was alleged by plaintiff to have been entirely accidental and unintentional. The employer, however, after examining the two coats and recognizing the great dissimilarity and value, discharged plaintiff and blacklisted him.

On appeal, reversing, the court,

*Held*, That the "discharge list," which it is the custom and duty of each Division agent of a railway company to send monthly to his fellow-agents to put them on their guard against men whom he has discharged, are within the rule of privileged communications. But where the reason given for the discharge of an employe is "stealing," i.e. taking a good coat of a passenger from a train on which he was riding, and left his own comparatively worthless, and the investigation of his explanation, that he did it by mistake, while hurriedly leaving the cars at his station was not fairly conducted, and where malice is shown on the first part of the company it is error to take the evidence from a jury and direct a verdict for defendant. Judgment reversed and new trial ordered.

Bacon v. Mich. Cent. R'y Co., Mich. S. C., June 9, 1887.

#### CL.

*Assignment of Wages—Time Buyers—Payment to a Third Party—Usury.*—This action was brought by a conductor of the Erie Railway Company against a money lender for the cancellation of an assignment of his wages for the month of April, 1886. The grounds of complaint set out that the lender or "time buyer" had charged interest at the rate of 5 per cent. a month. The evidence disclosed that a class of spectators known to railway circles as "time-buyers" had been accustomed to loaning money at usurious rates to improvident and needy conductors and other employes in advance of the company's pay day, taking in each case an assignment of the borrower's time as security. The rates of interest were exorbitant, ranging from 5 to 10 per cent. per month. The officers of the company testified that the demoralizing effect of the practice on the employes, and the annoyance in keeping the pay rolls finally compelled the company to an effort to break up the system. Notice was given that the company would no longer recognize assignments of pay claims to third parties because they were usurious and void. The court

*Held*, That the alleged assignment should be cancelled, and that the plaintiff should recover his wages of the company and that the defendant should pay the costs of the action.

Time-Buyer v. Conductor, New York S. C.

NOTE.—We have been unable as yet to obtain an official report of this important decision, hence can not properly entitle it. The decision, however, has attracted considerable attention, and has been accepted as a death blow to the time buying system. A score or more suits have been begun against the company to enforce payment of these assigned claims. This decision, however, legally sanctions the policy of the company, recently adopted, to disregard these assignments of wages, and to pay wages to none but the men earning them. It will, it is to be hoped, unless reversed on appeal, put a stop to "time buying," which has enabled such sharks to thrive while their victims become impoverished and reckless.

## MENTIONS.

- The *Pointer* and *Wanderer* are on deck bright and newsy as ever.
- Brother Dugan, of No. 41, favored us with a pleasant call on the 16th.
- Any one knowing the address of Bro. E P Conklin will please forward same to this office.
- Railway Signal*, Vol. I. No. 1, is a credit to all concerned. We welcome it and wish it success.
- The Railway Section Formen's annual meeting will be held in Chicago, Ills., on September 6, 1887.
- It is estimated that the wheat crop of Dakota will aggregate 40,000,000 bushels. Good for Dakota.
- We will give the face of Bro. E. H. Belknap, member of our executive committee in our October issue.
- Brother L. P. Martin, of No. 3, was a pleasant caller at the office on July 31. He departed eastward August 3.
- Mrs. O. Sackett departed east July 26, to visit friends at Avon, N. Y., where she will remain during the month of August.
- Grand Secretary Daniels spent Monday and Tuesday, August 8 and 9, in Des Moines, closing up the matter of incorporation.
- Brother D. McCallister will please send his address to the Secretary of St. Louis Division. No. 3, at once, he has letters for him.
- Brother A. W. Hull spent the day with us on July 28, he was enroute for Kansas to accept a position on the new C. K. & N. Railway.
- An important circular will be issued about August 27th, to all divisions. Look out for it and if not received before Sept. 5th, ask for it.
- Secretaries are requested to stir up all members of our Insurance Department on assessments 82, 83, 84, 85 and 86. Don't let any get shut out.
- The report of the North Carolina Railroad Commissioners shows a net gain on part of four-fifths of the lines in the State of \$36,000 per month.
- The arrangement with the Economy Club of Chicago has been discontinued, and the MONTHLY has no longer any connection with that organization.
- The Chairman of Division Committees will meet in Fort Worth, Texas, on September 1, to form their State Executive Committee and elect their officers.
- A. R. Ware will please send his address to H. P. Feltrow, Columbus, O. Should this meet the eye of any one knowing his whereabouts, please forward as above.
- Brother D. D. Curran, of No. 98, will have his hands full after September 1, his jurisdiction will then cover three hundred miles of railroad in the State of Georgia.
- The Addison & North Pennsylvania Railway was badly crippled on July 12 by a disastrous fire that destroyed a trestle 400 feet long and a number of freight cars.
- Anyone knowing the address of W. W. Stegars will please forward the same to O. H. Ayres, Huntington, Ind. When last heard from was at Paducah, y.

—In our next issue we will endeavor to give a description of our new offices together with a cut of the building which has been kindly furnished us by Mr. Weller, the proprietor.

—Trains on the Texas & Pacific Railway will in future be protected by an armed guard. This is made necessary on account of repeated attempts to rob their passenger trains.

—The C., M. & St. P. have adopted the collector system on their Chicago suburban trains. The service is similar to that for a long time in vogue on the I. C. R. at the same point.

—The name of Brother J. R. Roberts was inadvertently omitted from the list of incorporators of the Order in our July issue, and we take the first opportunity to correct the error.

—We are in receipt of a copy of the *Railway Reporter* published at Omaha Neb. and find the name of Bro D B. Honin as editor, we congratulate Bro. H. on the appearance of his paper.

—Bro. F. C. Payne, of Division No. 54, has been appointed Superintendent of the D. & N. Division of the Housatonic Railway. All the boys unite in wishing Fred the best of success.

—District No. 23, as given in circular No. 4, has been canceled. This district was composed of Arizona and New Mexico. Arizona is now a part of No. 21, and New Mexico attached to No. 27.

—Among our callers last month we note Brother Sheridan, of 67, Brothers Holihan, McPartland, Love, Jones, Soule, Conner, Alexander, Oakes, of 33, Francis, Cooper, and Murphy, of No. 10.

—We are sorry to learn that the Switchmen's Association has been victimized by their Secretary and Treasurer, Walter S. Congdon. Though temporarily embarrassed they will soon recover from the setback.

—The New York *World* is undoubtedly the leading newspaper in the United States. The circulation during the year 1886 was only 70,126,041 copies, and we venture to predict that it will double in 1888.

—We are pleased to hear from Brother Albright, of No. 152. He is at present running way freight on the R. & D. between Richmond and Greensboro, N. C. He reports business good in that section.

—We regret that an interesting description of the yardmasters' ball and festival at the Soldier's Home near Milwaukee, written by Mr. H. S. Teal, reached us too late for the September number. Look for it next month.

—We are in receipt of a complimentary from the hand of Bro. Ligon, of No. 7, to attend their excursion to Galveston, Texas, on August 21, but business as usual prevents. We wish the brothers a pleasant and profitable excursion.

—The sudden and severe illness of Mrs. Wheaton on Friday, July 29, has delayed our removal to Cedar Rapids, but for this unforeseen occurrence we would be now nicely settled in our new home, 131 Second avenue, in this city.

—The fast train service of the C. & N. N. Railway has grown to remarkable proportions. Almost nightly, for the past two weeks, has a fast freight train preceded the regular evening Chicago passenger train passing this city at 9:50 p. m.

—Mrs. Belknap, wife of our worthy Brother, E. H. Belknap, has been trying a change of climate for the past month visiting friends in Missouri, hoping thereby to escape the pains of rheumatism that have greatly annoyed her for a long time.

—We are able, through the kindness of the *American Inventor*, published at Cincinnati, O., to give our readers in this issue a cut of a new patent spark and smoke arrester. The Inventor gives a great amount of space to illustration of new patents.

—We are pleased to note the promotion of Brother John Granger to the extra passenger list on the M., K. & T. Railway, in place of Brother O. S. Darlington who now has a regular run. Both are worthy members of No. 53 at Dennison, Texas.

—Bro. James Kilkelley, of No. 9 goes around now with a very broad smile occasioned no doubt by the arrival at his house of a new conductor, though small at present he will no doubt make himself heard. The Monthly congratulates the happy papa.

—During a severe storm on the 13th, the round house on the C., M. & St. P. Railway in process of construction at Chillicothe was blown down; it was ready to receive the roof and will be a serious setback to the progress of the new Kansas City line.

—Bro. T. V. Strain, of Division No. 81, has been visiting at Brookfield, Mo., during the past week, the guest of his cousin, Mr. P. H. Houlahan, who is Trainmaster of the H. & St. Jo. Bro. Strain's many friends here were glad to see him, and say: come again.

—Bro. D. C. Gile has been appointed trainmaster on the C., K. & N. Railway. We are not at present advised where his headquarters will be. Bro. Gile bring to his new position many years' experience and great ability. The MONTHLY wishes him success.

—Brother E. B. Kollert advises us that he will soon be out again, his arm is nearly healed but his foot will trouble him for some time. He speaks in the highest terms of his treatment while in the hospital. We will hope to soon be advised of his complete recovery.

—Secretaries will confer a great favor on themselves and all members of the Order by remitting promptly the assessment made by order of Grand Division of 25 cents per member. Only 30 divisions have complied with the order at this writing. Please attend to it.

—We are in receipt, through the kindness of the Brothers of Division No. 180, of a beautifully framed picture of the Brothers who attended the picnic at Spring Bank, Ga., on May 20. It adds very much to the beauty of our office rooms. The Brothers have our sincere thanks.

—Some good friend sends us No. 5 of Vol. II of the *Union Pacific Employee's Magazine*. This is the first number we have seen, and it is certainly carefully compiled and presents a choice variety of reading matter. It is published by D. A., No. 82, K. of L., at Denver, Colo.

—Brother Geo. E. Stanley, of Elmira Division, No. 9, "The Great Lightning Rod Vender," used the first bell punch ever used on a railroad running out of Elmira, a few nights ago. What's the matter George, you used to carry the other kind. It beats all how times do change.

—Deputy Grand Chief Conductor Rosenkrans' report of the organization of the St. Johns Division No. 219 was received too late for this issue; will appear in October number. We also have several other important communications that were crowded out that must wait until October.

—The Chicago *Sunday National*, Carl Pretzel's paper, gives excellent portraits of the "Chicago boodlers" in its issues for July 31 and August 8. The *National* makes a specialty of secret society news, and is worth its subscription price for that alone to members. Mr. Harris makes an entertaining paper for any one.

—A new labor organization called "The Brotherhood," has been organized in Boston which does not believe in strikes. This is quite an advance on the ordinary labor organization, and perhaps some day a labor society will be organized with the distinct declaration that it is in favor of laborers laboring.—*Chicago Times*.

—The first meeting of the State Executive Committee for the State of Iowa was held in the general office of the Order on Sunday, July 31. Brother L. R. Carver was elected Chairman, and Brother J. R. Roberts, Secretary. As soon as the Districts are all reported a place will be assigned them in our Division directory.

—Admiral Millard, of the Keuka Lake line, has arranged for two assistants to help him manage the immense business on that line. They made their first trip on August 1. It is needless to add that they made a success of it. Well done. Clint and Hod, even if the trip was made amid clouds, we could vouch for your proficiency.

—Trainmaster Dixon, of the Illinois Central, located at Waterloo, Iowa, was a pleasant caller at our office on the 12th of August. He informed us that he was to be absent from his place for two or three months, and that during that time Bro. I. H. Keesers will officiate in his stead. We are pleased to note Bro. Keesers' promotion.

—A dastardly attempt was made to wreck a train on the B. & M. Railway, ten miles west of Nebraska City by firing a bridge. The fire was discovered by trainmen but not until they were upon it; the train being an unusually light one passed over in safety. We will hope that the villians who set the fire will be speedily caught and punished.

—The Chicago & Alton has declared another quarterly dividend of 2 per cent. When it is remembered that the Chicago & Alton is the one railway whice did not recall its passes, "by advice of counsel," and that many roads which did recall theirs are paying no dividends at all, it will be seen that the C. & A. is a very ably managed company.

—Brother Kellogg, formerly of Division 52, at Port Jervis, N. Y., was taken seriously ill in Galesburg, Ills., while stopping there to look after some business interests, and was confined to his room for a number of days. Thanks for the kind care of the Brothers, of 83 he was soon able to be about and started on his homeward journey on the 12th.

—We regret to record the severe illness of Brother A. B. Garretson, Grand Senior Conductor. We are glad to note, however, that he has so far recovered as to be able to come north, and is at present at his old home in Oceola, Iowa. We shall hope to record his complete recovery soon. Later: He is all right again, and will take his run about September 5.

—The Vanderbilt roads have adopted the plan of having the conductors of sleeping cars collect tickets and passes from passengers on entering their berths, thus preventing the annoyance to passengers of being aroused at unreasonable hours of the night. — *Railway Age*. And then discharge train conductors because the sleeping car conductors steal the tickets. — [ED.]

—The C., M. & St. P. have issued a new book of instruction to its train employes, and they are required to pass an examination thereon. It is reported that they are to be classed in accord with their proficiency, those who pass the highest examination to be designated "first class," those inferior, "second class," and all others that are retained in the service, "third class."

—We are in receipt of a letter from Brother Sturdevant, Secretary of Division No. 24, acknowledging receipt of draft for \$2 500 ordered paid Brother J. B. Wiley by the Nineteenth Annual Session of our Grand Division. Brother S. pictures the happiness that this amount has brought to the home of Brother Wiley, and it should stimulate all to renewed zeal in behalf of this departure.

—Mr. C. C. Wheeler has resigned the General Superintendency of the Chicago & Northwestern Railway, and Mr. Sanborn, late Assistant General Superintendent, has been promoted to the General Superintendency. A. G. Burt, for a long time Superintendent of Iowa Division, same road, has been transferred to the C., St. P., M. & M. Mr. Hopkins will take Mr. Burt's vacancy and Mr. Bidwell that of Mr. Hopkins.

—Prof. A. J. Howe, A. M., for some years Professor of Mathematics in Chicago University, and during the past year Principal of the "University Academy," has accepted appointment as Instructor of Mathematics in the Preparatory School of Northwestern University, Evanston, Ill. This school, by a liberal policy, is remarkably successful in securing and retaining teachers of long experience and wide reputation.

—The annual report of the Northern Pacific for the year ending June 30, has been made public. It shows that the gross earnings were \$12,789,448, an increase of \$1,058,921 over the previous year; operating expenses, \$6,907,616, an increase of \$748,552 over the previous year, which will leave the net income of \$5,884,831, an increase of \$320,569; other incomes, \$484,280; leaving a total net income of \$6,287,044, an increase of \$508,145.

—The twentieth annual convention of the Railroad Conductors' Life Insurance Association will be held at Portland, Me., Sept. 21. The organization is a popular one among the conductors, deservedly so, as it has paid to them when disabled or to their widows and orphans over \$1,100,000. The annual meetings are made the occasions of a renewal of fraternal spirit and social greetings, and are always numerously attended.

—Bro. J. V. A. Trumbull, of Div. No. 201, whom many of the Brothers will remember as the candidate who was "induced to preform several very interesting feats, but who could not be prevailed upon to make a speech," at the union meeting in New Haven, April 17th, has been appointed Superintendent of the Valley Division of the N. Y. N. H. & H. with headquarters at Hartford, Conn. Jim is a capital fellow and his appointment gives universal satisfaction.

—Any of the Brothers of the Order who are desirous of purchasing jewelry of any kind, watches, pins, clocks, rings or diamonds, will find it to their interest to correspond with H. D. Cone & Co., First avenue, Cedar Rapids. Mr. Cone has proven himself a friend to the Order on many occasions. He is now prepared to furnish all classes of goods in this line on short notice having established a manufactory of such articles. Give him a trial and we guarantee satisfaction.

—The Monthly takes great pleasure in informing the many friends of Bro. H. A. P. Cronk, that, on Aug. 3rd, he was one of the actors in one of the most important acts in the drama of life, the leading lady of the company was Miss Ida Foster, of Boone, Iowa. The ceremony was strictly private, the secret is out we don't wonder at the ten cents now, if we had it we would be tempted to offer a *small* glass of Mobile beer. The Monthly wish the happy couple congratulations.

—The record of fast runs across the Atlantic has again been lowered, the steamship Umbria having just made a run from Queenstown to New York in 6 days, 4 hours, 12 minutes. This is about one hour less than the shortest run heretofore reported—that of the Etruria. The miles made each day were respectively as follows: 453, 470, 478, 478, 474, 481. The distance traveled after leaving Queenstown was 2,848 miles, and the average speed was nearly 19½ miles an hour.—*Railway Age*.

—Under date of July 22, Mr. J. H. Scott announces the resignation of Mr. C. T. McClellan as Superintendent of California division A. & P. Ry., and the appointment of Mr. Amos M. Beal to fill vacancy caused by above resignation. Bro. Beal is a worthy member of Division No. 57, located at Ft. Worth, Texas. On same date Mr. M. P. Deeley was appointed Chief Train Dispatcher. Messrs. T. F. Clark and J. W. Johnston were appointed Assistant Dispatchers. The MONTHLY congratulates all on their promotions.

—A rumor has gained considerable prominence during the last week that the main trunk lines between Chicago and Council Bluffs were about to inaugurate a fast passenger train service between those terminal points, and taken in connection with the U. P. R. shorten the time between Chicago and San Francisco about twenty-four hours. This can easily be brought about if desired, and it will not require much of an effort if a full concert of action can be obtained. It will be doubtful, however, if the usual change of cars on at least three of these line can be obviated at Council Bluffs.

—Our Incorporation Articles, with bonds of Grand Officers, were duly filed with the Auditor of the State of Iowa on Monday, August 9, by Brother Wm. P. Daniels, in person, and the necessary papers issued August 10. They were filed with the Recorder of Deeds of Linn county, at Marion, Iowa, and on

August 12 with the Secretary of State of the State of Iowa, in the city of Des Moines. Our Articles were accepted without change, and we are now regularly incorporated under the Iowa State laws and entitled to do our business under the restriction and protection of the State. Let us all rejoice that the agony is at last over.

—The Order of Railway Conductors in session in New Orleans acceded to the wishes of Wm. P. Daniels in locating the publication of the MONTHLY again in Cedar Rapids. The central location of this city invited its return, and it is a good thing reciprocally for the MONTHLY and the people of Cedar Rapids. The past year it has been published in Chicago, at a greatly increased cost over what was needed to publish in this city. The MONTHLY has always been prosperous, and while it made money last year, yet it would have made more had its publication never been removed from Cedar Rapids.—*Railway Section Foreman.*

—The following are reported as Chairman of State Executive Committees to this writing: District No. 1, C. F. Hammond; District No. 2, W. W. Parder; District No. 3, George H. Trueman; District No. 5, Wm. M. Morris; District No. 6, C. W. Fvarts; District No. 7, E. G. Blaisdell; District No. 9, S. M. Taylor; District No. 10, L. J. Harris; District No. 14, Geo. W. Tver; District No. 17, W. J. Durbin; District No. 18, L. R. Carver; District No. 26, E. M. St. Clair. We regret very much the delay in sending in the Chairman. This work is of great importance and should be looked to at once. Only one-third of the jurisdictions have reported thus far.

—To further verify the editorial in this number in regard to the magnetic shield inspection service of the C. & N. W. Railway, the party mainly interested is out with a leaflet advertising their shield, and printing the circular of General Superintendent Wheeler as an endorsement. While we think all should advertise their goods, we are inclined to doubt the advisability of advertising a coercive contract such as now exists on the above system, and venture to predict that in the end it will meet its just condemnation. The experience of the oldest and best railway men in the country should be taken in preference to any advertising dodge or coercive contracts to sell patent appliances.

—The annual report of the Pennsylvania company, operating 2,773 miles of lines west of Pittsburg, shows an increase in freight of 5,631,034 tons, with a revenue increase of \$3,026,260.30; while passenger traffic increased 876,406, which represents an increase in revenue of \$237,071.93. The total net revenue was \$1,265,933; the expenses—interest, rentals, advances, etc., \$1,466,658. This leaves a deficit in 1896 of \$200,674, showing that the public and the owners of the securities of these lines are still doing better than the lessees who operate them and guarantee interest and dividends, although the showing is much better than that for the previous year, when the deficit was \$1,094,672.—*Railway Age.*

—The B., C. R. & N. passenger trains are making some remarkable runs. On July 23, Engineer Tindall ran a distance of forty-one miles in fifty minutes, and made three stops, one of them for water; his train consisted of six passenger cars. On August 8, the speed chart taken from the speed indicator on engine No. 104 (same engine) shows for five miles: first mile, sixty seconds; second, fifty-two seconds; third, fifty-two; fourth, fifty-two; and fifth, sixty seconds again; train consisting of eight coaches. We are sure but few lines in the country are equaling this record. On August 5, Engineer Town ran one hundred and fifty-one miles in four hours and twenty-eight minutes, making thirteen stops. If you want to take a good ride take the "Iowa Route."

—Some unknown friend sent us a marked copy of the *Elmira Advertiser* of August 11, containing a letter signed "A Conductor," and addressed to "The Railroad Men of the State" of New York. Any conductor has the right, we suppose, to address himself to the railroad men of the State and give his views on current topics of the day, but when he assumes to speak for the Order of Railway Conductors, of the State, he has got quite a distance beyond his sphere. Those who are competent and qualified to speak for the Order in the State will no doubt have an opinion on this question, and when the time comes may express it, and we feel sure that when they do they will sign their names at the

bottom of their articles, and we shall also feel sure that their action will be for the best interest of the members of the Order in that State.

—According to the Cedar Rapids *Gazette*, the new headquarters of the Order of Railway Conductors in that city are magnificent ones, and ones of which they are well worthy. They occupy what was formerly known as Weller's Hall, which provides five large rooms, nicely carpeted and furnished. Wm. P. Daniels, an old Cedar Rapids conductor, the Secretary and Treasurer of the organization, is the one instrumental in bringing the business to Cedar Rapids, and he knows just how well Iowa people can treat such an Order. By the last number of the MONTHLY we observe that Wm. P. Daniels is no longer editor, but manager of the journal, and Mr. C. S. Wheaton, Grand Chief of the Order, has been made editor. The best wishes of the *Telegrapher* is extended to our sister Order and its official organ.—*Weekly Telegrapher*.

—Rumor has it that the new time card on the N. Y., L. E. & W. Railway that will go into effect on August 21, will make some important changes in the train service of that line. In the event of the rumor being verified train No. 12 will not only run via B. & J. branch to Buffalo, but will run over Rochester division from Attica to Corning, thence via main line to New York. Lehigh Valley trains 22 and 23 will be discontinued west of Elmira, and other changes that we do not recall. To a western man these changes look very peculiar as this will give the Erie but one first-class through train to New York, and unless passengers desire to ride for pleasure alone, but one chance to go east from Chicago each day, while other lines are running two, three and four through trains each day, and this line must lose much of her former prestige on Chicago business by the change.

—New Brunswick Division, No. 219, of the Order of Railway Conductors, has been organized here by Deputy Grand Chief, F. Rosenkrans, of the New York, Lake Erie & Western Railway, assisted by C. H. Potter and R. E. Alden of the Maine Central, and Berry and G. W. McCully, of the I. C. R. The lodge starts with twenty charter members and the following officers: E. W. Cassidy, Chief Conductor; George H. Trueman, Assistant Conductor; F. J. McPeake, Secretary and Treasurer; Fred McLellan, Senior Conductor; M. Burgess, Junior Conductor; A. W. Melick, I. S.; James Milligan, O. S.; executive committee, George H. Trueman, F. McLellan, J. Milligan. The Order has been established for the mutual benefit of conductors, socially and morally, and also for insurance purposes. The New Brunswick Division begins under very favorable auspices. Meetings will be held on the first Saturday in each month.—*St. Johns. N. B., Globe*.

—The "Railway Passenger and Freight Conductors Mutual Aid and Benefit Association" will hold their annual meeting in Chicago early in November. The Excursion Committee, consisting of John W. Malory, John S. Cooper, and E. B. Coman, have arranged for an excursion to the city of Mexico. The Chicago & Alton, A., T. & S. F., and Mexican Central Railways have arranged for a special train to convey the party, and the General Manager of the Mexican Central Railway will no doubt arrange for a trip to Very Cruz, Mexico. The committee have issued a circular which can be had on application to Mr. Huntington, Secretary, Chicago. The boys of the "Mutual Aid" will no doubt have a good crowd and a splendid time. We can only regret that the rigid provisions of the circular imply that all participants must be in active service with some railroad company, as there undoubtedly are some that cannot go who deserve the trip on account of long membership. The other restrictions in the circular are right and proper. The committee will spare no pains to make it a grand success.

—One of our correspondents gives the following train order problem. Rule No. 79 reads as follows: "When Conductor's signature is obtained, Operator will give the Dispatcher the signature thus: 13, Order No.—Sig.—. If correctly understood Dispatcher will reply to — and Engineer order No.— "Correct," giving exact time and signing initials of Dispatcher. This will be recorded on all copies of the order which then, and not until then, becomes valid. Two impressions of the order, when properly endorsed "correct," will be given to the Conductor, who will retain one and give the other to his



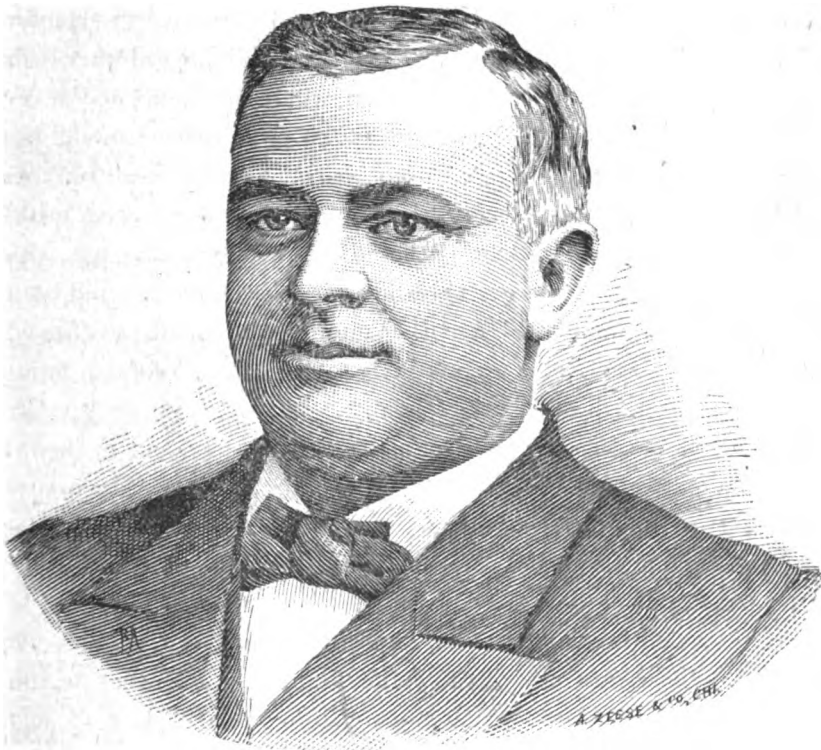
# THE RAILWAY CONDUCTORS'

## MONTHLY.

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Volume IV. CEDAR RAPIDS, IA., OCTOBER 1, 1887. No. 10.

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ERWIN H. BELKNAP.

*EDWIN H. BELKNAP.*

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The subject of this sketch was born in Springfield, Otsego county, New York, Sept. 22, 1836, son of Ebenezer and Mary Belknap. When six weeks old his mother died, and when two months old his father took him to Unadilla, New York, 40 miles distant from his native place, and presented him to a man and his wife, Mr. and Mrs. George Hanford, with whom he lived until six years of age. His adopted mother losing her mind, was taken to an insane asylum, where she remained several years until fully restored to health. His adopted father should have gone also, but unluckily was spared to remain at home and run away with the *hired girl*, and the second or adopted home was forever broken up. At seven years of age he gathered his personal baggage, which consisted of *one straw hat, one shirt, and one pair of pants*; and bound *himself out* to a farmer named Wm. B. Hanford, (who, thanks to *Him* who doeth all things well, was no relation to the first adopted father,) living five miles north of Walton, Delaware county, New York. With him and his noble wife he lived until 21 years of age, and in them he found a fond and ever-faithful father and mother, and toward whom he ever speaks in the highest terms of their goodness and worth. When 21 he again gathered up his personal effects, packed them in his grip (cotton handkerchief) and came to Elgin, Illinois, where he worked in a nursery for a time; and next found him on the road as a drummer, but six months' experience as Knight of the Gripsack was all that he could stand, and in the fall of 1858 secured a situation on the C., B. & Q. R. R., and commenced braking for A. N. Towne, now General Manager of the Central and Southern Pacific Railroad system of California; and also

broke for Conductor David H. Winton, now Assistant Superintendent of the K. C., St. Jo & C. B., (Burlington Route system.)

In 1860 he came to Oneida, Illinois, where he was employed by the C., B. & Q. as pumper at Oneida station, 12 miles east of Galesburg. While employed as pumper, during his leisure hours, (when tub was full of water) he learned telegraphy, and soon as he could handle an instrument was sent to Yates City as agent and operator, and from there to Galesburg, where he took charge of the baggage-room, in which position he remained until 1868, when he was promoted to Conductor of a passenger train between Galesburg and Burlington, and from that to Galesburg and Quincy passenger, and then to St. Louis fast line, between Galesburg and Rushville, where he is still running from 8 A. M to 6 P. M., three warm meals each day and two hours for dinner, and at home every night to enjoy the pleasure of a pleasant fireside with his most estimable wife. He was married at Oneida, Illinois, in 1865, to Miss Julia F. Camp, native of Oneida county, New York, and daughter of the late Mr. C. F. Camp. Mr. and Mrs. Belknap's *only* child, Henry Irvin, was born Jan. 14, 1867, and died Oct. 12, 1868, aged 22 months, thus leaving Mr. and Mrs. B. the only occupants of the Belknap household.

July 25, 1883, he, with forty-six other Conductors as charter members, reorganized Galesburg Division No. 83, O. R. C., and in this he took an active part, being the first C. C., and so continued until promoted to positions in the Grand Division. *No one man* has done more in systematizing, perfecting the standing, and placing the Division on a solid foundation than Erwin H. Belknap.

The brief outline here given of this man's life indicates naught but devotion to arduous duty. It reflects no picture of his social habits. It is silent as to his hours at home. It says nothing of his never-abandoned application to study and self-improvement, and yet in all these things, from his boyhood to the present time, there has been an unbroken consonance. We cannot help but speak of his rare literary accomplishments, which are familiar in many papers and magazines throughout the Middle and Western States.

Bro. Belknap is now in his 51st year, hearty and robust, and nimble

as a boy of 16, and we bespeak for him another 50 years of social enjoyment with his family and friends and a continued life of happiness and prosperity, and be allowed his able counsels and usefulness in our noble Order.

Bro. Belknap has served the Order as A. G. C. C., one term, and is now on his second year as a member of our Executive Committee. He has served as Associate Editor of the MONTHLY almost since its first issue, and has been a frequent and valuable contributor to its columns, and none in the Order are deserving of more credit in its success than he, kind, genial and courteous, always, and to-day merits and enjoys the esteem of not only the officers of the line where he works, but of all members of the Order and his thousands of friends. D. D. D.

Without my wish, or even desire, you see above,  
A token of some one's respect, and Brotherly Love,  
And right below may chance to read, as oft before,  
The record of one's life, you will think it o'er and o'er.

And even wonder, if the writer has not dared,  
To shade the portrait of a life, nor even spared  
His keen imagination, yea even endeavored to see  
If he could write, not as it is, but as it ought to be.

But then, perchance, he meant no wrong to you,  
And amid all my faults and failures endeavored to be true.  
To honesty of purpose, if so forgive the sketch and kindly say,  
You are glad your friend and Brother is alive to-day.

If no one else shall smile, pardon if I should,  
At being allowed to read that I am really good.  
But when my voice is stilled, my pen no word can trace,  
And only a little spot my silent resting place.

Remember it were well, if mid life's busy tread,  
One moment of happiness you found in anything I said.  
When I am gone and you are left, forgive me if I lend  
One little quiet thought—you never had a better friend.

And if at last my Heavenly Father calls me home,  
I know full well I will not be entirely alone.  
So in return for all the kind things you have said,  
Will try to live so you'll remember me when I am dead.

E. H. B.

Written for THE MONTHLY.

*REENY.*

BY JOSEPHINE BRINKERHOFF.

Author of "Matt," "An Elderly Romance," Etc.

It would be a difficult matter to find a more ignorant, degraded set of human beings than the dwellers of Cracker Bottom.

They were the lowest and most miserable class of Crackers. Whatever induced them to leave their native pine barrens, and settle in the Missouri woods, remains a question; but there they were, and, as old man Hyser expressed it, "they'd tuk root."

There, in squalor and poverty, shaking with ague nine months out of the twelve, half-clad, often half-starved, they managed to exist, apparently content, if they had a supply of whisky and tobacco.

They gained their precarious subsistence by fishing and hunting; these failing, they had recourse to less legitimate means, viz.: surreptitious visits to neighboring chicken roosts, smoke-houses and corn-cribs during the hours of darkness.

Here Reeny Hyser was born, the youngest of seven children, all girls.

Old Hyser was furious; six girls were bad enough, but a seventh was more than his human nature could bear. So he abused his poor, defenceless wife, and would have done the same to the child but for the mother. Whether the spirit of the worm that turns on its persecutors was roused, or whether the puny, wailing little creature awakened some latent maternal instinct, who can tell? We only know she clung to and defended it with a tenderness never shown the others. The older girls, that had survived their wretched childhood, had married, glad to escape their father's brutal tyranny; so Reeny had only her mother to turn to. She was unlike other children; had no prattling baby ways; was strangely silent, refusing to fraternize with any one save Ben Rorer, the son of a near neighbor. Her preference charmed Ben, and he delighted to tote her round, or guide the little tottering feet.

He would stand up manfully in her defence, taking kicks and cuffs, without flinching, for his interference. As they grew older it became generally understood that it was not wise to even hint, in his presence, the almost universally accepted opinion, that Reeny was not "right peart."

The settlers in a new country are usually disposed to look leniently on small depredations; but to the genuine frontiersman, horse-stealing

is *the* unpardonable sin. It is his orthodox belief that a horse-thief has no right to live; if one is caught, it is "short shrift and a long rope." So, when several horses in the neighborhood of Cracker Bottom mysteriously disappeared, and suspicion pointed in that direction, the indignant planters were not long raising a company of vigilantes and making a raid on the unfortunate Crackers. A few of these made a desperate resistance, but the majority took to their heels. Among the latter were Ben, Reeny and her mother. They made for the shelter of the woods as fast as they could force their way through the thick underbrush. But the whistling of bullets in unpleasant proximity warned Ben that if he would escape, he must not wait the slow movements of the women. He knew they would not be harmed, but he shivered to think of the consequences should he be overtaken. With a few words of explanation to Reeny, and a promise to return when it was safe, he bounded away, and soon even the sound of his footsteps was lost.

The morning sun shone on a scene of desolation and horror in Cracker Bottom. Every cabin was razed, and lying on the ground, or hanging from the trees, were several dead bodies, one of them old Hyser's.

Mrs. Hyser didn't linger to shed any unavailing tears, but, lighting her pipe, with Reeny betook herself to the nearest large plantation.

Our two unfortunates, though looked upon with suspicion, were given food, and the cook added the bit of gratuitous advice, that they better be making themselves "skeerce." But Mrs. Hyser had no such intentions. Relighting her pipe, she proceeded leisurely on an exploring tour. Near by was an old abandoned cabin; the walls were tottering, the stick and mud chimney crumbling, the four-paned window without any glass, and the door without hinges; but she mentally decided it would answer her purpose for the present. Her immediate needs supplied, she seated herself on a stump and finished her smoke in a most enviable frame of mind.

In the kitchen two colored women were ironing. Piece after piece of feminine underwear, immaculate in its snowy whiteness, was brought out and hung over a line stretched across the porch. Dainty muslins, crisp and fresh as when they left the store; skirts, glossy as satin, and starched till they would almost stand alone. Clo', the elder woman, proud of her work, and fond of disseminating news, could not resist the temptation to tell Mrs. Hyser that Miss Laura, her young mistress, was going to be married, and these were her things.

The line full, Clo' came out and lifted up her voice mightily. Name

after name was pronounced with prolonged emphasis, but with no response save the wavering echoes.

"Won'er whar all dem triflin' niggers gone to," she said irritably, "'Pears like ef ye don' want 'em, dey's ticker 'n fleas. But jus' hev suffin fer 'em t' do, n' dey's off like de ole boy 'd kotch 'em. Here, you gal," (to Reeny) "take dese tings to de house ; ef ye spect's t' git yer vittels, ye better be airnin' 'em ; don' see why po' white folks kaynt wuk jes' well's niggers."

Reeny, hesitatingly, obeyed. Her arms were piled full, and with the repeated injunction not to "drap" or "scrunch" them ringing in her ears, she crossed the narrow passage that separated the house from the kitchen, and was shown to Miss Laura's room.

Here she stood for a moment, dazzled and bewildered by her first view of anything approaching luxury. It was a large, cheery room, with bright carpet, spotless walls and white curtains. On the bed, that was like a snow-drift, and scattered round, were pretty dresses, and pieces of finery, over which a bevy of young girls, in airy summer toilets, were holding an animated discussion.

Miss Laura looked up at Reeny with some surprise, but spoke pleasantly as she relieved her of her load.

After this Reeny was not only willing but anxious to do anything that would take her to Miss Laura's room ; and Clo', appreciating her willingness, made use of her.

A few days of this new bright life, then Miss Laura married and left for her new home. Nothing was left for poor Reeny but to return to her mother and the dilapidated cabin.

Then followed the longing for Ben. The days grew long and dreary ; the summer was fading, still he did not come. At length her longing found voice.

"Maw, d' y' reckon Ben air come back yit ?" Mrs. Hyser removed her pipe long enough to reply, "Reckin' he don' durst to yit."

Weeks passed ere Reeny questioned again. Then her mother answered, "We mought go'n see."

So back to the old home they went. Reeny shrank back at first, remembering that last awful scene, but kindly nature had done her best to hide the ravages of man. Rank weeds grew in the paths, and wild vines had woven their tangled drapery about the wrecked cabins. While Reeny sat waiting, the old woman went poking among the ruins. She found a few pieces of old clothing, mildewed and rotten with dampness ; but she rolled them together carefully with an eye to future usefulness.

As the days went by, Reeny sickened with hope deferred. Her

eyes grew hollow, her cheeks sunken and her step languid. The chilly winds penetrated her scant clothing and the frost stung her naked feet; still she went on her daily pilgrimage. The autumn was nearly gone when Ben returned. They met where they had parted.

"I 'lowed I'd find ye yer," he said, by way of greeting. And she replied:

"I bin waitin' for ye."

That was all; but they were reunited, and cold, hunger and the lowering night were forgotten.

"What ye gwine to do, Ben?" said Reeny a few days later.

"Dunno," said Ben.

"I don't kur to go back thar," she said, indicating the Bottom.

"No, reckon not," he replied, examining his naked feet as if expecting to find an idea imprisoned beneath its calloused surface.

"I'd like t' live like folks," she continued in her dull monotone.

"Yaas," he answered vaguely.

"We mought stay yer."

"Thet's so," Ben said brightening; but his countenance as quickly fell. Reeny, quick to divine the cause, said:

"Ef ye 'low t' do it, 'll see the madam."

Of course he acquiesced. It was easy to win the madam's consent. Reeny had loved her Laura; and these little things lie very close to the lonely mother's heart. Then she felt a womanly pity for the poor, unprotected girl.

But her husband was not so soft-hearted. The settlement was broken up permanently, he hoped, and he doubted the advisability of allowing any of them to return and locate right under their very noses. But the madam finally prevailed.

So Ben and Reeny were married. A few cooking utensils, and some pieces of furniture that had not been quite demolished, were brought from the Bottom, and the madam added a few necessities in the way of bedding. With these they began house-keeping.

Reeny's first move was to tear a sheet in two, nail it over the window and loop it back with strips of bright calico. Improvident, you may say, but it was her first idea of living "like folks," and so was commendable. She had watched the maid "clar up" Miss Laura's room, and to be like Miss Laura was her ambition. So the smoky, cob-webbed walls were brushed, and the rotten floor scrubbed till she rivalled Clo' in her propensity to "slosh round." Not a fleck of ashes was allowed to lie on the battered hearth, a leaf or chip on the bare space



before the door. Ben, spurred by the desire to be considered as smart as his wife, made some extra exertions, and succeeded in getting glass for the window. Then he hinged the door with bits of leather, propped the chimney and chinked the holes in the walls with mud. In the summer Reeny had her little flower-bed bright with poppies and marigolds, and morning glories swung their bright bells about her window.

The children came, many and close together; the old cabin gave way to a new and larger one, and her cares increased; but she never relapsed into the old Cracker Bottom ways.

According to her light, she was an exemplary wife and good mother. Ben's pride in her grew with the years. He no longer resented allusions to her mental incapacity with blows, though still sensitive on the subject, but met them with a certain rude dignity in his reply.

"I allers 'lowed Reeny wern't jes' like other wimmin folks, but they kaynt airy one keep ther housen like she kin." "Then," (after a pause and with something of triumph) "I don' never hev to take no sass offen her."

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### *THE LONE GRAVE OF THE SHENANDOAH.*

[An Original Story taken from the Field Book of DONN PIATT.]

The old stone tavern known through generations as the Indian Queen, that stands on a turn of the road down the mountains from Sherryville to M——, of the Shenandoah Valley, enjoys a landscape a castle might be proud of. That this is the Indian Queen runs on tradition and general consent, for the old-fashioned signboard that creaks in front lost long since the work of art that pictured forth the name. Nothing remained on the one side but a dim crown of feathers, nearly obliterated, and two staring eyes on the other, that, put together by the curious observer, failed to make up that imaginary creature known to tradition and dime novels as Her Majesty Queen Pocahontas.

Virginia's little romance of that ilk is about as dim as the sign-board. Pocahontas did live and was the daughter of a chief. But all else is the fringe-work of fancy, that, like the sign, would have long since faded out but for a useful purpose the romance serves, and that is, the manner in which our loved ancestors had of accounting for—well, say brunettes that appeared from time to time among the noble Virginians. They were considered the descendants of Pocahontas.

To return, however, to my story: The view from the rude porch

of the inn is exceedingly beautiful, for it contains one of the loveliest portions of that lovely valley. The green meadows and rich fields, with groves and gleams of water, dotted by white farm houses half hid in orchards, were all framed in by mountains, the summits of which seemed to melt into the blue heaven, leaving the eye in doubt as to where the rounded rocky or wooded tops ended and the clouds began. The sulphury smoke of battle had obscured these fields, and the mountains had echoed back the mouthing cannon of combatants, but at the time our little romance opens no harm had been done to the valley itself. Armies had marched, fought and retreated—generally, up to that time, the dear old flag had hurried ingloriously out of the row—but no great injury had come to the work of the farmer or the beauty of nature.

The summer sun was sinking in the lazy west, with distant rumblings of artillery telling of a far-off combat, as a girl, some twenty years of age, sat in a rocking chair, on the wooden porch of the tavern, rocking softly to and fro and gazing dreamily upon the view before her. Her appearance was such as to attract attention. In dress, bearing and expression there was a refinement that indicated one city bred, rather than of rural local origin. She was exceedingly attractive, with a claim to beauty that came under the head of handsome rather than pretty. Her face, at rest, indicated more force of character than that which ordinarily falls to the sweeter sex. The perfect oval ended in a pronounced chin, while the slight aquiline line of her nose made that chin aggressive. But for the full red lips of the perfect mouth, and large, dreamy eyes, the pale face would have been too severe to excite other a feeling of admiration.

The expression depicted from time to time, as the feelings changed, had a wider range than is usual to such a cast of countenance. As her eyes wandered over the beautiful view her face was one to admire. When a little three-year-old daughter of the stone tavern toddled to her and rested its little head upon her knee, the long, silken fringes of her tender eyes fell upon it as her slender hands stroked its curly locks—and her face was one to love. Afterward, when she gazed on a brigade of Union soldiers pitching their tents on the meadows below, scorn and hate gave her a face to fear.

A movement below made her start, as if to leave her chair. Then, after half rising, she settled back and began again the monotonous rocking. A cavalcade of officers was riding up the road, as if coming to the Indian Queen.

At the head of this little escort rode a stout, middle-aged gentle-

man, in the uniform of a brigadier general of the northern army. Mounted on a superb horse, he sat with the ease of an experienced rider, his high rounded shoulders holding a grim, resolute head, that under other than a military hat would have been repulsive in its severity. There was a face not to be trifled with, as the historic annals of war and diplomacy have put to record.

Halting in front of the tavern, the officers dismounted, and as the orderlies led the horses to the stable, they ascended the steps, and gaining the porch instinctively lifted their hats to the girl before them. She barely recognized the salutation, then continued her rocking, as if their politeness and presence were alike indifferent to her.

A grim change in the General's face left one in doubt whether he was suffering from a toothache or indulging in a smile.

On the landlord making his appearance the chief gave his orders. They were for supper for himself and staff, one room for the night and quarters for a corporal's guard. While the supper was being prepared the General sat in a split-bottomed arm-chair, near our heroine, while the members of his staff, weary of a long day's ride, stretched themselves upon the sod under the trees.

"How many a vanished hour and day  
Have sunlight o'er me shed,"

since last I parted from that gallant band of good fellows a loved general held together during the four years of a terrible conflict. I can see them now. I see the tall, slender, volatile Chesnutt, gay as a lark and brave as a lion. Esterhaze, quiet, grave, yet ever alert to duty. Comb, slender and awkward, but possessed of the keenest sense of humor, as ready to jest under fire as in the camp. Then came old Grenville, called old because he was so solemn. It would take a surgical instrument to get a joke in his head, and then another to get it out. And last, but not least, for he is the hero of my little romance, Bob Ellersly, young, handsome, and liable to love and debt.

Two of these met violent deaths, and the rest are scattered world-wide apart. I send them greeting.

"I say, Bob," cried Chesnutt to the aide, as he rested his head on his elbow and kicked his toes into the grass, "rather handsome girl that up there."

"The old man seems to have discovered that," Bob replied. "See him doing the sweet on her, will you."

"Well, he is," Comb chipped in, "but he isn't making much headway, I gather from the expression on her lovely countenance."

The General was doing the suave polite, for which he was famous, and getting little in return but crisp monosyllables.

It does not require much time to prepare a meal in Virginia. Ham and eggs, with hot biscuits, make the substantials, while sticky, indigestible sweets, called preserves, form the entrees. The General and staff were soon called to the table, and ate with the hearty relish of hungry men. After the supper had been disposed of the General called his aide, Bob Ellserly, to one side and said:

"I have a rather pleasant duty for you, Bob."

"All right, General, the pleasanter the better."

"It is one, Lieutenant," continued the commander, "of extreme delicacy, and I trust to your tact to carry it to a successful issue. Now, don't let any of your boyish impulses make you blunder. You see that young lady on the porch?"

"I believe I noticed her."

"Well, for the next ten days, or until further orders, you must not permit her to get out of your sight. You must do this delicately, for she is the niece of the most prominent and important loyalist of Baltimore. It will not do to offend her, for the whole affair may be a mistake after all."

"What is the affair, General?"

"Simply this: The Secretary of War writes me that all the papers concerning the coming campaign in Virginia were stolen from the department and traced to Clara Willis, of Baltimore. Miss Clara has since disappeared, but there is every reason to believe that she is somewhere in the Shenandoah Valley trying to communicate with the enemy. This is the girl, Bob, I am satisfied. I worried enough out of the landlord to convince me I am right. Put a guard about the house so no one can enter or leave without your permission, and keep your eye on her."

"But, General, this is difficult. If I am not to make her a prisoner, how am I to act?"

"Make love to her, Bob," said his commander, with a twinkle in his eye. "Sacrifice yourself on the altar of your country. She is a woman, and a devilish pretty one, and, therefore, may be wooed; she is a woman, and, therefore, may be won." So saying, the brigadier ordered horses, and Bob heard them rattling off in the moonlight, leaving him to execute his diplomatic mission.

Calling Corporal Bang, Bob directed him to place a guard in front of the house, and another in the rear, with orders to permit no one to

enter or leave, man, woman or child, without his (the Lieutenant's) orders.

"Do you know, Corporal, what has become of the young lady who was seated on the porch before supper?"

"She scooted up stairs, Lieutenant, and every swish of her petticoats had a secesh cuss in it. She lit up the corner room, I calculate."

"Very well; you have your orders."

"All right, Lieutenant."

Bob Ellersly seated himself in the vacated arm chair and smoked his briar-wood pipe in the moonlight, revolving over and over in his mind the strange duty imposed upon him. He was interested, and yet did not like the business. Young, ardent and ambitious, he thought of his comrades riding off to glory, while he remained behind to circumvent a woman. Bouncing from his chair, he walked the rough boards of the old porch impatiently. Suddenly he descended the steps and stood under the trees, gazing up at that corner of the room occupied by the enemy. Country taverns are not graced with curtains, but something of the sort had been improvised for this apartment, and he could only see a shadow of the inmate, passing and repassing, as if she, too, was restless and impatient.

As he stood leaning against a tree in the moonlight he presented as handsome a figure as one would care to see. The broad shoulders, swung over slender hips, held over them a head in which youth and manhood contended for the mastery. His face was boyish when at rest, but when animated he seemed to take on years in the way of expression which, added to his soldierly bearing, impressed his comrades as one capable of any duty. Left an orphan at an early age, with a small property, on which he had been educated, he stood alone in the world. He had not, he said, a relation that he knew of on earth. "So much the better," grunted cynical Comb; "if you have poor relations you fear they will want to borrow your money, or get hung; if you have rich ones they are sure to get into congress, or the penitentiary, and worry the life out of you. Relations are nuisances."

The next morning Ellersly informed Bang in the presence of the landlord that they had been left to look after the forwarding of important dispatches from the front, and with an orderly rode to M—. He was scarcely out of sight before an ancient gig, that wobbled in the wheels and groaned in the body, as if afflicted with combined old age and sciatica, was drawn in front by an animated hat-rack for a horse. The negro driver stopped at the foot of the steps and our heroine, fully pre-

pared for a jaunt, seated herself by the colored boy. When the horse was turned toward the road the private on guard brought his musket down before the horse's nose and arrested the concern.

"What's the meaning of this?" demanded the girl.

"Can't go, that's all."

"Call your corporal; I want to know the meaning of this outrage." Corporal Bang stepped to the front.

"What is the reason for this detention?" she continued.

"Them as gives orders has reasons; them as gets orders has bayonets," sententiously responded Bang.

There was no help for it. With flushed cheeks and a firm, set mouth, the girl descended from the vehicle and entered the house. Every step was a protest. The ancient gig was restored to its *maison de sante*, and the hat-rack of a horse to its stall. At noon Ellersly returned, and learned of the attempted escape. After dinner, while smoking his pipe, the suspected girl approached him.

"I attempted to drive out this morning, sir," she said indignantly, "and was arrested by your men. Am I to understand that I am a prisoner?"

"I am very sorry, madam," answered the aide, avoiding the question, "very sorry so rude a thing was done."

"Don't apologize, sir. We know your miserable government makes war on women. You are only a hireling executing its brutal orders. Again I ask you, am I a prisoner?"

"It is really painful to know that you entertain such an idea," patiently continued the officer. "These men execute orders so literally that mistakes like this will occur."

"I am not a prisoner, then?"

"You are at liberty, I assure you, to go where and when you please. To prove to you, however, how unjust you are to us I will add that you shall go as you will and, owing to the unsettled and dangerous condition the country is in, I will furnish you an escort of armed men to see that you go in safety."

"Mr. Lieutenant," she said with scorn, "when I need your services I will ask them."

"Do so, madam, and you will find me ready to serve you." And so they parted.

"An unpleasant beginning for a love affair," murmured Bob, resuming his pipe.

For the next twenty-four hours the Lieutenant saw little of his suspect, and the little he did see was not agreeable. Meeting her by

accident on the stairs she not only gave way, but gathered her skirts about her, as if she feared contamination from the touch.

The day after, however, her mood changed. She received him with a bewitching smile, holding out her little hand, saying:

"Mr. —," and she paused.

"Ellersly," he added, lifting his cap.

"Mr. Ellersly, I wish to apologize for my rude talk. I forgot that you were an officer on duty, and what is more, I forgot that I was a lady. Pardon me."

"I have no pardon to ask, madam," said Bob, gallantly. "Reproof is sweeter from some than commendation from others. Now, what can I do for you?"

"We will breakfast together," she said, "and then I will tell you."

At breakfast she poured out his muddy coffee of beans and chickory, and was so very amiable that Bob, young as he was, could not help thinking she was too confoundedly sweet, and he became, in consequence, the more alert and suspicious.

"Now I'll tell you, Lieutenant," she said on the porch, "I am ashamed to confess it, but I have some poor relations in these mountains almost starved by the war."

That is a lie, thought Bob; but he said nothing—only smiled sweetly.

"I wish to communicate with and help them," she continued; "and if you will furnish me with an escort I will make the attempt."

An ambush, thought Bob; but he smiled all the more, and added:

"Why of course I will. I'll do better—I will be your escort myself. Shall we go immediately?"

"Oh, no, there is no need of such haste; to-morrow will do," and they dropped into conversation as natural as if they knew each other for years. Bob was shrewd, but inexperienced. He did not observe the dangerous thread of the talk. While dexterously avoiding all reference to herself she kept on that most fascinating subject to all men, when guided by a pretty woman—himself. It was Othello and Desdemona over again. Only Desdemona led the conversation. Ah, me, if the beguiling sex only knew the full power in their little ears, aided by deep, earnest eyes, none of us would be safe. Bob talked well, at times eloquently, with a golden thread of humor running through all, and he who set out to deceive through love-making, went to his bed deep in love with the fair charmer.

The day after the expedition was attempted. Alas! it proved a miserable failure. The old horse pulled them slowly to the summit of

the mountain, and then descending to the valley beyond stumbled at every step, and at last fell down, breaking the shaft and throwing the fair emissary on his phrenological rump.

When a horse falls down he takes a philosophical view of the situation, and lies still. Old Smooth Tooth lay stretched upon the road, with his shoeless hoofs full extended and his eyes half closed, as if to say, "This is the end; farewell vain world; leave me to the buzzards."

Ellersly lifted his fair companion from the embrace of the moist anatomy. She got up laughing merrily over the mishap, and, leaving the wreck to the man, the two walked back.

"This is too bad," said Bob. "The poor relations will never get relief at this rate. Look here, Miss Clara"—he had her name—"can you ride?"

"Like an Arab," she responded

"Good!" he exclaimed. "Now if I can find a saddle, you shall have my horse Chancellor. He is splendid. I will ride one of the orderly's horses, and so we will penetrate every recess of the mountains."

She was delighted with the arrangement, and an old-fashioned, single-horned side-saddle, hard as the rock of ages, was fished out from the stables. Bob worked long and laboriously in fashioning one of his best blankets to the old affair, to make it more presentable as well as easier, and the rides began.

Chancellor, when first mounted, snorted, reared, lunged as if indignant, but the fair girl kept her seat composedly until the steed quieted down, and then patting his arched neck put herself on friendly terms with the noble animal.

Those rides were long and frequent. Both enjoyed them. She was sweetly confidential in her young escort's life and affairs, and every hour the delicious chain of love bound the poor boy nearer and firmer to his adoration. Small wonder. The young girl was simply superb on horseback. The close-fitting riding-dress seemed part of her supple, graceful, engaging form, while the exercise and excitement brought a delicate, shell-tinted rosininess to her cheeks, that seemed the one thing necessary to make her pale face perfect. Bob longed to avow his love, but youth is timid when the precious treasure may be jeopardized by the avowal. He was blinded by his passion, and did not see the game so openly played by the little glambler. She was a true daughter of the South, and her heart was with her poor brothers marching shoeless, with scant raiment, poorly armed, sleeping without shelter, and dying by thousands with desperate bravery for their cause. To have that in her possession that was, as she believed, of vital importance to them, made



her desperate. For such a cause, she would play the Judith, and had Bob avowed his love, she was resolved to accept, let the consequences have been what they might to the poor lad.

Oh! the golden glory of those sunny days. They took on a roseate hue, that made the blue summits of the mountains a deeper blue, as if to bound that Eden that lies about each life in the golden glow of youth, when love touches the sweet, tender existence, and the birds sing; and the flowers bloom with voices and odors that penetrate the very soul, never again to pass away. The scene fades, the birds die and the flowers perish, oft in the hard realities of life the blue mountains no longer frame in the fairy paradise, but all the same we cling to it through existence, as our first parents clung to the Garden to which they never could return.

Shakespeare tells us, the course of true love never does run smooth. No, indeed, life's ways are not fitted for the sweet stream. For a little while it murmurs along green meadows, and then, anon, it falls among rocks and rough ways, and oftentimes is dashed over precipices to be dissipated in thin mist, over which arches the rainbow, not, alas! of hope, but memory.

There were some little tricks the lovely girl indulged in that exasperated her lover, who, although blinded by his passion, had not lost sight of his duty. One of these was to stop at some mountain hut, and persist in dismounting and entering the hovel. Bob dismounted also, and would help her to the ground and accompany her to the interior. He kept his eyes and ears alert, and believed that he baffled any designs in this direction.

Another fancy indulged in was to banter the Lieutenant to a race and dart off on Chancellor, at the best of his running pace, and Bob, on his government horse, would follow lumbering after, scarce keeping her in sight, until it suited the girl to check up. Bob remonstrated in vain, and all he could do was to direct the orderly to keep a sharp lookout on either side of the road for anything the girl might drop.

One day Corporal Bang, who happened to be the escort, handed the Lieutenant a letter, tied to a stone, that he had picked up from a gully after one of these races.

"Got a reminder through my chappo, Lieutenant, when I picked that up," and he showed a hole in his hat.

Ellersly looked longingly at the missive. It was directed to a well-known guerrilla of the mountains. Bob would have given a good deal to know its contents. But he quietly handed it, without a word, to the girl. Her face flushed, and somewhat embarrassed she hurried to her

room. In a few minutes, however, she returned, letter in hand, with her cheeks yet holding the flush of her excitement.

"Lieutenant Ellersly," she asked, in an even, steady tone, that was forced, "why did you not open this letter?"

"Open your letter?" he asked in turn.

"Yes, open my letter. You are not doing your duty to your government."

"Miss Clara," said the boy proudly, "I tendered my life to my country. I did not include in that my honor. When I am sunk so low as to steal, I cease to be worthy of my commission."

The girl tore open the letter. "Then!" she cried, "learn who am, and what I am trying to do."

He took the letter and deliberately tore it into fragments, throwing the bits to the wind from the porch. "Miss Clara," he exclaimed excitedly, "I know all I want to know of you. You are doing your duty, as you see it, like a brave-hearted woman, for your side; leave me to do mine, as a gentleman, for mine."

She looked at him earnestly, half in surprise and half in tenderness, and said in an undertone, as if speaking to herself, "My task grows harder than I thought for." Then she added, offering her hand, "Let us be as kind to each other as we can."

The day after this strange interview she insisted upon their daily ride, although the morn opened with a thunder-storm, and the rain came down at intervals in torrents. Ellersly remonstrated, but she laughed, saying, "We are soldiers, you know, and must not be cowed by a little rain."

They started, followed by Corporal Bang, and after an hour's riding gained the summit of the mountain, along which the road ran for a mile or more comparatively level, and then she cried: "Now for my last race," and started on the run. Bob followed as well as he could, and while lumbering along, the girl rapidly gaining upon him, he remembered that at the end of a mile the road sloped down gradually to the river, and he also remembered a gully, along which ran a path dangerous for a horse, but that cut off half the distance to the point where the main road touched the stream. Instinctively he plunged down the deep declivity. Fortunately his horse, though slow, was sure-footed, and in a few minutes he gained the bank. He gained this just in time to see his fair fugitive enter a light boat and push into the stream. He was below the point she debarked, and saw before she could get hold of the oars that the boat, caught in the swift stream, was floating down to where a large tree, nearly level with the water, leaned over the stream.

She would pass under this, and running out he swung down, catching a limb with his knee, and caught the skiff with his right hand. At that instant the sharp crack of a rifle rung out from the opposite shore, and Bob fell wounded into the boat.

His weight nearly upset the frail craft, but it righted, whirled around, and the next instant the girl pulled it to the shore. Leaping to the bank she beached the boat half its length, and then reaching to him, said :

"Are you much hurt?"

"I believe so," he answered, as, half crawling, he worked his way out and fell upon the ground. A second shot from the same quarter struck the ground within an inch of his body.

"The cowardly miscreant," she said, throwing herself upon him. "If he kills you, he must kill me."

Poor Bob gave a grateful look and a weak smile in return for this act of devotion. At that instant the clatter of a horse's hoofs were heard upon the pike. Corporal Bang appeared. Taking in the situation at a glance he dismounted, pushed the girl one side, and picking up Ellersly as he would a child, carried him round the bend of the road, that made a shelter from further shots. Placing the Lieutenant timidly upon the grass, he asked :

"Are you hit bad, Lieutenant?"

"Bad enough, Corporal," he gasped, and then added, "water."

Clara started hurriedly to the river. As she approached the brink she took the beautiful little leather sack Bob had so often eyed suspiciously from her belt, opened it, drew out a package of papers, threw them into the stream, and then stooping, filled the sack with water. When she returned Bang was cutting the blouse from the boy's shoulder, exhibiting a wound not larger than a pea, from which the blood spurted like a fountain. At the sight the girl nearly fainted, but rallying, administered the draught to his eager lips.

Again the girl hurried away. Throwing off her riding dress she took her linen underskirt, tore it into strips, and, without waiting to put on her dress, handed them to Bang, and then assisted him in binding up the wound. She presented a strange sight to the two men, in her short skirt, for the collar and linen cover were displaced, and the white column of neck and snowy precipice of shoulder were exposed. She did not seem to be aware of her exposure, and started, blushing crimson, when Bang said :

"Now, miss, git on your toggery and sit here while I go for an ambulance. Give him a sip of this times along," he continued, handing

her his canteen that seemed full of commissary whisky. Catching Chancellor, as the best horse of the three, he mounted, without waiting to change saddles, and rode off at a gallop.

The girl, once more in her riding habit, seated herself, and putting her arms about the wounded man drew his head upon her shoulder, like a little mother, all care and tenderness. The storm had passed, the sun came out above the mountains, warm and bright, and the mocking bird, in the cedars near, poured out its flood of joyous melody. The poor boy's passion found utterance at last, and, in words made eloquent by gasps and pauses, he told his love. She listened in silence, responding only in tighter grasps and sobs she could not repress.

Her heart, in a strange agony of grief, was communing with itself. She found in this sad event a revelation and a revolution in one. How different was this declaration from the one she had courted and intended playing upon. And up through the new-found love in her heart came the cry, "You have murdered him."

A long silence followed, and Bob, feeling the hot tears falling on his brow, tried to smother down the groans the fierce pain wrung from him, and looked up with an expression of loving tenderness no words could express. She saw his increased paleness, heard his shortened breathings, and clasping him to her she said :

"Oh! Mr. Ellersly—Oh! Bob, don't die. It is killing me."

Vain appeal! Death's higher claim was closing in upon his heart. He gave one more look, shut his eyes, a shudder quivered through his frame, then all was still.

The sun glimmered brightly on the wet laurel leaves, the mocking bird sang in the cedar near, and the great world moved on in endless life, as it ever does, regardless of the comedies and tragedies we mortals enact.

The driver and escort of the ambulance, hurrying down the road, heard as they turned the bend only the low wail of a broken-hearted woman. For once a funeral procession had only its real mourners, for Bang, as brave a man as ever stood unmoved under fire, wept as a child.

Twenty years after, business called me to this part of the Shenandoah Valley, and I not only breakfasted at the old stone inn, but I visited the rude burying ground to look on Bob Ellersly's last resting place. As I entered I saw a carriage at the old gateway with a colored driver in livery, and inside I met a slender gray haired woman coming from the graves. I caught only a glimpse of a pale, hollow-cheeked mourner, as she passed me.

I found the sexton busy digging a grave for a new occupant, and

asking him to show me that of the Union officer, he clambered out and led the way. To my surprise I was shown a handsome monument of marble, consisting of a pedestal and broken column. I was the more amazed to find it garnished with rare flowers, and inscribed on the base I read:

SACRED TO THE MEMORY  
OF ROBERT ELLERSLY, U. S. A., WHO FELL  
FIGHTING FOR HIS FLAG AND COUNTRY,  
11TH OF AUGUST, 1862.

"Why, who erected this monument?" I asked.

"Thar's whar you git me," responded the sexton, "for I don't know. It come up from Baltimore ready made, and we was ordered to put it up. That's all."

"Well, who strewed these flowers?"

"Same as afore—don't know. Every Decoration Day, as they calls it, that female critter turns up, strews an' cries, an' then vamooses. An' I must say, cries as much now as at fust."

For fear my readers will think me guilty of a wild exaggeration, let me call their attention to the fact that a woman will carry a dead lover in her heart for twenty years, when she is sure to quarrel with a live one within six months.

DON PIATT.

*Mac-o-cheek, O., May 27.*

### CONSISTANT WOMEN.

"Charlie," said the wife of his bosom, as soon as he entered the house, "Mrs. Seacock was here a few minutes ago, and she says her husband has just given her the loveliest saddle pony. And here I have nothing but an old crowbait that a hired man would be ashamed to ride. It's lean. It's ugly. It's a fright. Why don't you get a nice horse for me, like Mrs. Seacock has?"

"Did you see her horse?"

"No."

"How do you know it's so nice.

"She described it. It's perfectly lovely."

"Well, Nellie, the fact is that Mrs. Seacock's horse is the very one you call lean and ugly. I owed Seacock some money, and he took the horse for it this afternoon.

"So you have parted with my pony? O! how hateful you are. That dear, delightful pony! O— —"—*Nebraska State Journal.*

## LADIES' LITERATURE.

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### AUTUMN MILLINERY.

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While the summer is at its height, says *Harper's Bazar*, French milliners prepare their novelties for autumn, and importations have already been received here giving the earliest hints of colors, styles and fabrics for the approaching demi-season. In colors the gray, Gobelin blue, and green shades that found such favor at the Grand Prix will be fashionable throughout the autumn; but as these are cold colors they will need to be warmed up for the winter by the new pale yellow and deep orange tints, and with the brilliant cactus red which is even now chosen by stylish women for watering-place toilets.

Ribbons will continue to be used for bonnet trimmings in widths varying from two and a half to four or five inches. The picot-edged ribbons will not be abandoned, but the newer styles and the nicest qualities will have plain edges, sometimes finished with a straight cord, sometimes with merely a flat satin edge, and sometimes with both cord and satin band. The novel ties are the glaze or changeable ribbons of one color shot across another, and the "florescent" colors with the shading done in the dye, and producing very pretty effects. Gros grain and moire ribbons make up the bulk of the importations, and these show odd contrasts in their changeable colors and quaintly delicate florescent shading.

The glaze moire ribbons for trimming the dark straw bonnets and the lace hats that are worn throughout the autumn may be quite plain or in stripes, with satin or with velvet, or else the center is of dotted gros grain, with the sides of moire. Plain gros grain ribbons with straight edges will probably be the choice for elegant winter bonnets.

The new bonnets remain small and close fitting, with lower crowns, and many have coronet fronts. Lower crowns and projecting brims springing out from the crown are features of the new round hats. The brims are most capriciously shaped, some protruding far in front, others much wider on one side, some turned up in a sharp point against the back of the crown, and others rolled upward in front and graduating narrower toward the right side. A novelty is the general's chapeau, called also the Boulanger, with its wide brim turned up on each side in a sharp point reaching to the top of the crown and close against it.

This is to be trimmed with a long thick plume, extending from the front to the back over the crown. Other felt bonnets and hats have pinked edges of the felt in lapping rows on the brim or down the sides of the crown. Turbans will be used again in all the low-crowned English shapes, and with some slightly higher indented crowns pointed toward the front. Children's hats of felt are mostly white, or in the grayish Gobelin blue shades. They are entirely of the smooth felt, or else the crown only is plain, and the brim is of the long-napped brush felt.

Velvet, failles, francaise, Bengaline, moire and gros grain will be the fabrics used for making bonnets. All of these materials are soft and pliant, the corded silks being more supple than in any of previous seasons. The velvets are plain, in all the new colors, and are also changeable, shading through two or three tones of one color, or else in two contrasting shades; striped and plaid velvets are seen, and a new watered velvet is in plain colors and glaze as well.

Felt and beaver bonnets and round hats are largely imported in all the new dark colors. The felt is smooth, with some borders of long furry beaver. Hats of plain beaver, or hatter's plush, as milliners call it, are like the silk hats worn by gentlemen; these come in all dark colors as well as in glossy black, and will be chosen to match tailor suits of cloth; they were introduced last winter, and were in great favor with ladies who adopt English style of dressing.

### *LATEST FANCIES IN JEWELRY.*

A buckle with a glove buttoner attached is a novelty.

Pocket-books mounted in gold and silver are fashionable.

A scarf-pin memorializes the yacht-race, showing a vessel under full sail.

New lace-pins reproduce in jewels the mansard theatre hats, popular with ladies.

A gigantic snail-shell, in silver, contains the works and shows the face of a clock.

Girdles of silver, white silk rope, and fire gilt are seen around the waist of the girl of the period.

Hair-pins of massive gold, with a substantial gold ring dangling from the upper end, are made.

There is a very small smelling-bottle shown, having a gold chain by which it is attached to the bracelet.

White enameled flowers, with very fine gold edging, and diamonds set in center, are pretty and popular.

Sailors' knots, lovers' knots, Roman knots, Gordian knots and why nots are made for headings for hair-pins.

The oat in its natural state, with the slender shaft, is made in silver, and as a decorative object is very effective.

The day has come for rubies—they are popular. Brunetts and rubies will be in the ascendant for this season at least. Blonds must resign and lead temporarily.

Gold varigated and striped necktie—the polka dot, gold fan, yum yum, from the "Mikado;" the old oaken bucket full of pearls, and flowers in chased work are exhibited in ladies' lace-pins.—*Jewelry News.*

## FRATERNAL.

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All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY Cedar Rapids, Iowa, plainly written on one side of sheet only, and they should reach the office no later than the 15th of the month previous to that on which they are expected to appear. *Name of author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all Divisions.

C. S. WHEATON *Editor.*

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SPRINGFIELD, Ill., Aug. 15, 1887.

EDITOR MONTHLY:—Lincoln Division No. 208, Order of Railway Conductors, held their first annual excursion and basket picnic at Piasa Bluffs on last Sunday, Aug. 14. Piasa Bluffs is situated on the Mississippi river, about two miles from Grafton, on the line of the St. Louis, Alton & Springfield Railway. The Committee of Arrangements took great pains to have this picnic a success, and indeed it was. The special train left Springfield about 7:30 a. m., reaching the Bluffs (a distance of 80 miles) a little after 11 a. m. The Springfield Juvenile Band accompanied the excursion. After reaching the grounds tables were spread on the beautiful lawns and all partook of a good dinner. After dinner the party divided, some going up the Bluffs, some taking advantage of a boat-ride, and other amusements. About 4 p. m., all assembled around the grand stand, when Bro. W. P. Sheehan, of Fort Wayne Division No. 119, was introduced, and gave the party in quite a long address the history of the Order of Railway Conductors, their aims and objects. This address was very interesting, and all seemed to enjoy Bro. Sheehan's eloquence. Bro. Fred G. Schmitt was then called upon and explained the object of Lincoln Division in getting up this excursion, and paid great compliments to the wives, daughters and lady friends in helping to make this, their first annual picnic, a grand success. Mr. David McKeown, of Springfield, then being called upon, stated in his remarks that, although not a railroad man, he took great interest in their welfare, as he had found them to be a whole-souled lot of citizens. After which Engineer Arnold Schevers, who represents the American Brake Company of St. Louis, made some very able remarks. A telegram was received from our Grand Chief Conductor, C. S. Wheaton, stating on account of other engagements he regretted that he could not attend, as it would afford him great pleasure to be present and help us enjoy the festivities of the occasion. Divisions Nos. 119, 74 and 39 were represented, and every one present seemed to have a good time. The proceeds of this excursion will help the division in their bank account. All arrived home at 10:30 p. m., safe and sound, and many were heard to remark that if the Conductors got up another excursion, we will attend. The engine and coaches were beautifully decorated, being completely covered with flags, bunting and evergreens and beautiful mottoes of our Order. The decorations were donated to the division by Mr. Arnold Schevers, who represents the American Brake Company of St. Louis, and was, without doubt, the finest that ever left Springfield. Lincoln Division are under many obligations to Mr. Schevers and his Company for great favors shown, and they will not soon forget them. The train was run by Conductor Brother Paulis and the engine by Engineer Willie Schevers, the best in the land.

Yours in P. F.,  
X. I. X.



*A RAILROAD CONDUCTOR'S WIFE.*

The rainbow with its varied hues,  
 Presents no more to life,  
 Of cloud and sunshine than surround  
 A Railroad Conductor's wife  
 Her day breaks happy as a dream,  
 But ere the sun is set,  
 A shadow o'er her dream may come  
 She never will forget.

A message boy to duties call,  
 His hurried errand speeds,  
 But ere the threshold he has passed,  
 She tears from him and reads—  
 "Dear Kate—" she stops—with clouded brow  
 She dreads the coming crash,  
 "I'll pass the depot at eight to-night,  
 Please send me out some hash."

"Oh, horrid thing, you'd better scare  
 Your Katie, dear, to death!  
 But then I know he didn't think  
 I'd read this out of breath."  
 Next at full speed same unknown train,  
 With signals green and red,  
 Runs up and stops before her door,  
 She sighs, "Poor Joe is dead."

With slow and steady step she sees  
 The Conductor, with his lamp,  
 Approach the front—she dreads the worst—  
 But they've stopped to ditch a tramp.  
 Some time has passed when she's aroused  
 In the silent hour of night,  
 And peeping through the blinds she sees,  
 Oh! what a horrid sight!

Four men surround the prostrate form  
 Of what was once a man,  
 She says, "I'll feign a heroine,  
 And bear it if I can.  
 They may lay him here upon this couch,  
 And beside dear Joe I'll kneel,  
 And close his eyes and cross his hands  
 O'er a heart that's true as steel."

But they pass her gate, inside the next  
 They stop and lay him down,  
 'Tis her next-door neighbor's husband, who  
 Has helped to "paint the town."  
 That night, at one, while prompt on guard,  
 Her true protector lies  
 Upon the door-mat, wide awake,  
 Although with half-closed eyes.

Her faithful watch-dog gives alarm,  
 He knows not who has come,  
 The pass-word "Nero's" been forgot  
 By him so long from home.  
 "Has my dog forgotten me?" he says,  
 To call his name he tries,  
 And Nero's memory's failed him, too,  
 Therefore no compromise.

## RAILWAY CONDUCTORS' MONTHLY.

And snugly in her guarded couch,  
 Without a single fear,  
 His worshipped mistress wakes and tries  
 Between his barks to hear.  
 "What voice is that, that sounds so harsh,  
 In hours *late* as these?  
 But I know he'll not pass Nero,  
 Whatever be his pleas."

"The message boy, perhaps, has brought  
 A line from Joe again,  
 But I'll resume my happy dreams,  
 My guard will entertain.  
 Perhaps the train has stopped to ditch  
 Some honest man, but poor,  
 Who's trying hard to reach his home  
 On, may be, some distant shore."

"Who knows some tiny lips may lisp  
 A prayer for him to-night,  
 Who's plodding step by step to reach  
 A hearthstone burning bright.  
 My neighbor friend, next door, may be,  
 Cold, keeping these late hours,  
 Waiting for him who pledged to make  
 Her life a plane of flowers."

"And *he*, no doubt, has lost his way,  
 And thinks he's at *his* gate,  
 But *Nero* keeps his place and guards  
 Somebody's darling Kate."  
 But, like some mellow note there falls  
 That voice, *now* sweet and low:  
 "Oh, Katie, dear!" "hush! that's my own  
 Devoted husband Joe."

The door upon its hinges swings,  
 And with attentive ear  
 She tries to catch the voice that's breathed  
 Upon the midnight air.  
 In all her maiden beauty stands  
 The idol of his life,  
 "Nero! may heaven help you guard  
 A Railroad Conductor's wife!"

Then to his breast he clasps his wife,  
 So tender, loving, true,  
 And down her cheek there steals a tear  
 As pure as morning dew.  
 In every woman's heart there beats,  
 While there's a spark of life,  
 If she's betrothed or has become  
 A Railroad Conductor's wife.

A pure, brave, sympathetic heart,  
 None but her sex can know,  
 And when she prays she asks her God  
 To guide and guard him, too.  
 Yes, kings might envy such a gem,  
 To crown a gilded life,  
 And queens have sighed for hearts less true,  
 Than a Railroad Conductor's wife.

M. M. ALBRIGHT.

*INTERESTING LETTER FROM BROTHER BELKNAP.*

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GULF COAST COTTAGE, HANDSBORO, Miss.

At 8 o'clock this Sabbath morning, in company with brother Hurty of Elmira, N. Y., Chairman of the Executive Committee of the Order of Railway Conductors, we took passage on the L. & N. railway for this place. Alighting at Mississippi City, where we were met by brother Hurty's brother, who is president of the college which bears the name above, arriving here at 11 o'clock. After partaking of a sumptuous dinner and resting until 3 o'clock, we took a carriage, and driving a couple of miles through the barren pine forest with which this country abounds, we reach the shell roads which line the coast from Mobile to New Orleans, by the side of the Gulf of Mexico. The bed of the road (with exceptional cases) is made of oyster shells which are taken out of the waters along side. Even the dirtiest epicure in Galesburg would be surprised to see the beautiful specimens of these bivalves which exceed, especially in size, anything which I have ever seen, some of which, to speak within bounds, I should think would measure 8 inches in length (shells I mean.) Of these shells this road is composed. The road runs about 8 or 10 rods from the water at high tide. On the other side are little cottages with galleries on at least two sides. In our country they build houses to live in; here they build them to live outside of, hence these galleries which we term porches. Most of the lots are 192 feet in width and the same extending out into the gulf half way across. If he stakes it out and plants his oyster beds, no one can take an oyster out of these beds more than a neighbor can take potatoes out of your field. And so it is except where the ground is covered with sunken places like a swamp and too low to build on. After riding about five miles we drew up in front of a primitive southern home, the house standing back from the road quite a distance, the hall or sitting room extending through the center with large folding doors at either end, a large double parlor on the left, in front a beautiful yard with flowers and trees of every description peculiar to this climate. We ascend the large steps, and in an easy chair near the gallery sits the lady of this beautiful home, looking to be about 65 years of age, dressed in a plain summer suit, plain but comfortable. With a smile she greets our friend with whom she is acquainted, and we are introduced to Mrs. Jefferson Davis. We are heartily welcomed, and her daughter, a young lady who was born the last year of the war, soon came in and was introduced. For an hour I sat and listened to the president's wife, as every one calls her in this country, and it is the privilege of none to meet one who can interest them as much as this lady. A ready and witty conversationalist, with perfect command of beautiful language she tells you without reserve or egotism, of men and women whom she has met in the Old country and the New, and one feels sorry they are not permitted to listen longer to the narration of events, of persons and places, all of which she remembers as if they occurred but yesterday. And the daughter, who was educated in Germany, spending six years in her studies, entertaining strangers with a perfect ease which betokens the perfect lady, example of devotion shown to her mother and easy manners towards any visitors, which might well be copied by so many young ladies of this land who have nothing but false airs to present to either their visitors or those who are guests of their father or mother.

I never shall forget one little anecdote, or rather incident, which Mrs. Davis related as happening to her while Mr. Davis was in the senate. She had gone

to New York to purchase some dresses to be worn at a ball in Washington, and stepped into the store of A. T. Stewart. She was waited on by a dapper looking clerk, and not wearing a very costly apparel, he took her for a lady in moderate circumstances, and with a sneer, answered, "Madam, I guess you have made a mistake, you will find the dollar counter over on the other side." This was not told with any desire to put herself in prominence, only in connection with a description of the difference between people who live to do good as they go through the world, and a man like A. T. Stewart, who kept his wealth to be wasted by a person like Judge Hilton; and when we departed we were given an assurance that we were only too welcome to call again, and Mrs. Davis said it had been her fortune to meet so many conductors in her travels, and she had read with much interest of their meeting at New Orleans, and was glad to know that any means were being used to improve the morals and better the condition of the railway conductors of America. After bidding them good-day we returned, sorry that we could not have seen Mr. Davis, he being absent visiting his plantations near Vicksburg and also in Louisiana. One thing that is evident is this, that no matter what people in any other portion of the country think of this man, the people of his own portion of this state have feelings of respect which no other man in public or private life possesses. Do not think that I have taken the position of espousing the lost cause; but only remember that it is the true province of any writer to write only what is truth, and let the reasons be given by those who know them, not by the uninformed.

At 7 p. m. we return, partake of a slight supper, and now we must retire, having to go back to New Orleans at 5 in the morning—sorry to leave the gentlemen who is so kind to us. He will undoubtedly be remembered by good President Bateman, having been president of the Edgar Collegiate Institute in Paris, Ill., for twenty-one years.

No one can ever forget the beautiful sight as one stands on the beach at Mississippi City and gazes a distance of 12 miles over the beautiful waters of the Gulf of Mexico towards Ship Island. But I have intruded on your time and patience far too long.

Yours,

E. H. BELKNAP.

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SAN ANTONIO, Aug 26, 1887.

Be diligent. 'Seest thou a man diligent in his business he shall stand before kings.' The words are no more applicable to the world than to the Order of Railway Conductors. We, as brothers, need more diligence among ourselves. These 11,000 railway conductors must be more attentive to their own wants and cares, and to espouse their own cause to the traveling world. Show the good tenants belonging to the Order. Be diligent at home; be diligent in our divisions and among ourselves, and in a short time our beloved Order will not only stand before kings, but be the pride of the world. Why, just think, 11 000 bright and intelligent minds with the one and same cause; with the good of each other at heart and the same point to gain, would be a mountain of diligence and result in vast benefits to all of us. My brothers, you must remember the mind, like the diamond in its original state, is rude. But as the chisel on the extreme coat of the diamond soon brings to view its latent beauties, so will study and diligence bring out the latent virtues of the mind, and the hidden virtues of our Order. A manly estimation of our-elves and a wholesome appreciation of capital and corporation are rewards of diligence. Never let us judge

each other by circumstances or circumstantial evidence, but let us be diligent in searching after the truth. Circumstantial evidence is a vain, delusive thing to go by. Never make your estimate of a brother from the circumstances by which you see him surrounded, and never think evil of a brother merely because he appears to be in the wrong. Always reserve your judgment until you have traced back the facts to the source from whence they came. It is very easy to be mistaken in this world, and when we remember that the commonest incident of the street is seldom told over the same, we should exercise great care in judging one another. Never be too quick in judging each other's actions, and let us be just as diligent in this matter as in all of our business,—to be just as diligent in searching out the good points in a brother's character, as we many times are in searching out the bad ones; and at all times diligent in business and diligent in our Order.

Dear journal, I am going to diverge from the text as I see before me a verdict passed on the conductor of the ill-fated train that had the accident at St. Thomas, July 16th, of guilty of murder, because the air-brake was deficient. I ask, can it be possible that the poor conductor alone can be guilty, simply because some one neglected to repair a break in the air-pumps. The paper says, and plainly too, that the conductor failed to have the engineer test the brake at the starting station, which we will admit to be his duty, and which was the duty of the engineer more imperatively than the conductor. The conductor had many other matters to look after,—people to seat, orders to get and sign for, to see that the baggage was carefully and safely handled, and many things to look after, well known to conductors and those acquainted with their duties. Yet this one man was alone responsible for the accident and deemed guilty of murder by the twelve Peers of his own county and that railroad company say amen, simply because the accident was shifted off their shoulders. I say the conductor and engineer may have neglected to try the air-brake, but that does not rest the responsibility on them. Does not every sensible railroad man know that men are employed to see that air-brakes work—that men do nothing else—and no official, not only of that, but any road, should allow a train to start without that brake having been tested, and even before the train was made up each and every car should have the air-brake tested, and a car without the air properly working should not be allowed in the train. I would say the superintendent would be the proper man to condemn. The engineer and conductor have enough to look after in getting the engine and train ready without the air-brake, especially when that portion of the business belongs to some one else. And yet, the public generally, after reading that unjust verdict, and who are unacquainted with the workings of railroads and the different duties of men, condemn that poor conductor, and we have no way to tell them different except through our journal, and that only comes out once a month. And right here, Mr. Editor, I want to show the Order the value of a weekly paper instead of a monthly journal, where this matter could be laid before the world so they could see our side of the case, and while the dreadful accident is fresh in their minds. Oh, you need not hold up both hands and say "where is the money coming from for a weekly paper?" Easy enough, with a membership of 11,000 at \$2.00 per year, making \$22,000, would buy brains enough to edit a first-class paper; and my dear brothers take this matter in your local divisions, discuss it there, and at our next Annual Convention, 225 delegates will rise as one man and say, "I am instructed to vote for a weekly newspaper," and then we can present the idea of the conductor, and tell to the world how a good

worthy conductor, after serving 15 or more years on one railroad, is dismissed for being color blind, and then we can expose the schemes resorted to to cover up the rascalities of many corporations by attaching the blame to the poor, hard-worked and poorly paid conductor. Mr. Editor, rest this paper near your heart—as we have done for years,—and never cease the agitation of it until you grow too weak for this world's cares, and even in that land of pure delight, send back to us how much we need this paper. With best wishes for you and all worthy brothers, I remain

Yours truly,

ALAMO DIV. 59,  
Texarkanna, Texas.

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LITTLE ROCK, Aug. 25, 1887.

EDITOR MONTHLY:—The corresponding brother, in behalf of Little Rock Division 131, signing as a Little Rocker, has been misinformed in regard to the Brothers mentioned being in the city on July 10, as I can say Bros. Treadway and Rice were both absent from the city on that date.

As for Little Rock Division 131, it is doing some good work. Received two new members at our last meeting, and three more to come in as soon as convenient for them to be here. So we are doing better than the Little Rocker thought for. Perhaps if he would attend the meetings a little more regular, he would be better posted in what we are doing.

Yours in P. F.,  
A SUBSCRIBER.

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PHILADELPHIA, Aug. 26, 1887.

EDITOR MONTHLY:—I herewith send a copy of letter of Bro. George Collins to you for publication, as directed by the division, and is as follows:

PHILADELPHIA, Aug. 2), 1887.

*To the Officers and Brothers of West Philadelphia Division, No. 162:*

BROTHERS: As one of your brothers, and always having full faith in the Order, I joined the insurance, always paying my assessments promptly, with confidence in the management. Misfortune overtook me and I fell off my train; was run over and my left arm cut off. I made my application for my insurance, and I have now placed to my credit in bank \$2,500. Feeling that justice has been done to me, I take this method of thanking you, one and all, both the division and insurance department, for the prompt action taken in my behalf, and the manner that I was used during my illness. And I stand ready to say the best I know for the Order, and the insurance, which I know to be sure and just. Again thanking one and all, I remain,

Yours truly in P. F.,  
GEORGE COLLINS.  
Division 162, O. of R. C.

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BROOKFIELD, Mo., Aug. 21, 1887.

EDITOR MONTHLY:—On Thursday, Aug. 18, our little city was called out to attend the funeral of Bro. D. C. Seaver, whose remains arrived on No. 4 at 1.20 p. m. The body came from Trenton, Mo., accompanied by Bros. J. B. Rogers and J. Dizotell, of Rock Island Division No. 106, and Bro. T. J. Donahue, of Star Division No. 31, and his wife; also Mr. F. Andrews, a member of Island City Lodge No. 4, A. O. U. W., located at Rock Island, Ill. Quite a number of friends and relatives came from Trenton to see the remains laid in that narrow

home from which none are exempt. Our C. C., Bro. Crandall, had been notified of their arrival, and had vehicles waiting at the depot to receive them and convey them to the church, and all of the Brothers of Division No. 194, who were in the city, several of Division No. 55, and Bros. Cook and Nichols, of Division No. 81, were also there. Bros. Birdsall and Culleton, of Division No. 55; Bro. McFarlan, of Division No. 34, and Bros. Reavell, Hooper and Sain, of Division No. 194, were selected as pall-bearers. The procession went from the depot to the M. E. Church, where the pastor, the Rev. Mr. Welton, conducted the funeral services in a very able and impressive manner, speaking briefly of the sorrows of death, which, he said, would be made much easier to bear by the hope of that better land where all could again be united, never more to know parting or sorrow, and ended with a few well-chosen words of advice to the living. From the church the body was taken to the cemetery, followed by a large number of relatives and friends and members of the O. R. C. and A. O. U. W., Bro. Seaver having been a member of both Societies. In accordance with the wish of Bro. Seaver, he was interred according to ceremonies of both Orders, the O. R. C. first, the A. O. U. W. next, after which the Rev. Mr. Welton pronounced the benediction of the M. E. Church and his body was left in its last resting place.

Bro. D. C. Seaver was a member of Rock Island Division No. 106, and was Secretary of that Division for some time. He was also a member in good standing of the O. R. C. Mutual Benefit Department. For several months prior to his illness he had been running a passenger train from Trenton, Mo., to St. Joseph, where he was engaged in the discharge of his duties when he was taken ill with typhoid fever, and in a short time death claimed him, as, sooner or later, he will claim all of us. He died at Trenton, Aug. 16, at 8 p. m. He left a wife and one child, who feel the loss deeply.

Bro. Seaver was also a member of Island City Lodge No. 4, A. O. U. W., at Rock Island, and was insured to the amount of \$2,000 in that order. While we all sympathize with Mrs. Seaver in her bereavement, it must certainly help to make her burden of sorrow easier to bear to know that he has left her well provided for. That he was a loving and considerate husband is shown by the fact that he made provision in life for those he left behind.

This is the first time Brookfield Division No. 194 has been called upon to administer the sad rites of the burial service to a Brother; and although Bro. Seaver was not a member of our Division, he *was a Brother*, and I think I can safely say there was not a Brother present who did not feel the solemnity of the occasion as deeply as though he had been intimately acquainted with him. Brothers, we should all be reminded by his death of the uncertainty of life, and the importance of having our affairs in readiness, for we cannot tell when we may be called to go. He was taken in the prime of life, when he could reasonably expect a long and happy life still in store for him, which is a strong argument in favor of attending to the duty you owe your loved ones, and insure at once, if you have not done so already, for you may put it off just long enough to be too late.

While I was not personally acquainted with Bro. Seaver, I need not hesitate to say he was respected and liked by all who knew him. This was plainly shown by the manner in which Division No. 106 O. R. C. and Island City Lodge No. 104, A. O. U. W., cared for him during his illness and at his death and burial. Others also showed their kind remembrance of him by sending

appropriating emblems, one being a beautiful floral pillow composed of very fragrant flowers and having the letters O. R. C. in the center, which was sent from Mrs. W. M. Crow's garden in Davenport, as a token of sympathy of many friends.

I do not want to take too much space, so will conclude by saying, while we hope it will be a long time before we shall be called upon to meet under similar circumstances, we are glad to have had the pleasure of meeting such good fellows as Bros. Rogers and Dizotell, also Bro. Donahue and his wife, as well as Mr. Andrews, and hope when they visit our city again we will be better prepared to make their stay more pleasant for them than we could on so melancholy an occasion.

Yours in P. F.,

J. W. WAYLAND.

MINNEAPOLIS, July 21, 1887.

*To the Officers and Members of St. Paul Division No. 40, O. of R. C.:*

DEAR FRIENDS:—I cannot find words to express my sincere thanks to you for your kindness and brotherly love to myself and children during those sad hours of trouble brought upon me by the death of my dear husband. It is also my desire that my thanks be extended to all the divisions who have so readily and willingly remitted their dollar for my benefit. It has enabled me to raise the debt on my home, only for your kindness I surely would have lost, and now I can look upon it as my own, to pay up my other debts, and secure a neat monument for my husband, which I shall always regard as a tribute of love from his Brother Conductors, and leave me with about \$1,000 to put on interest. I feel that in the trying hours of adversity and grief that I have truly been blest. It does not heal the wound, but lightens my care. I am truly sorry that there was ever any occasion for this. I know my husband was delinquent, but I can assure you it was unavoidable. He was proud of the Order, and would not knowingly make them any trouble. I have been grieved because Division No. 40 have been censured so severely by other divisions. I do not think any other division, placed in like circumstances, could have done any better. I consider they have stood nobly by me. I can truly say that I feel I have many warm and true friends in Division No. 40, and as you have shown your love and kindness to myself and children, caused by the pleasant remembrances of my beloved husband and your brother, so may you all be rewarded, not only by earthly friends, but by One who is mightier far than all the earth combined. I trust this may be a warning and a lesson for the other "boys" to guard themselves against similar mistakes. And may you so live that you may be joined together with even a stronger tie of brotherly love in that Grand Division above, is the prayer of your friend, respectfully,

MRS. ROBERT CAMPBELL.

DENISON, Texas, Aug. 15, 1887.

EDITOR MONTHLY:—As items of Texas interest seem scarce in the columns of the MONTHLY, I would like to apprise the readers that we are still in the Union; that the rapid strides of the Lone Star State have kept everybody busy. Our trains are packed with emigrants: our freights are many and run fast and often. We have quite a competition now, and the merchants and travelers of Texas are beginning to reap the benefits. We have buried the old schedule of twenty hours on our divisions, and any one visiting our railway centers can see



nothing but activity in every move. Our new roads which are now bidding for patronage is the Santa Fee, entering Texas at Gainsville, and the Frisco at Paris. But the old reliable Missouri Pacific, at Denison, and its branches through every available part of the States, bids fair to hold her own. With such officers at the head of our transportation departments as are at present, no other could be better. Let me say, by adding one word for Denison, Texas, she is not a Fort Worth or a Dallas, but some day not far distant she will be the Chicago of the Southwest.

The division of conductors, Lone Star Division No. 53, now has a membership of over a hundred. Their regular meetings are well attended, and the harmonious relations between officers and employees are indeed something to be proud of. We have no strike to record this year; nothing to bar the wheels of progress. Harmony reigns supreme in every department. With such officers as J. W. Maxwell, Division Superintendent, aided by the King of Lightning, J. J. Gaven, and his corps of first-class dispatchers, north; and J. W. Dickinson, Division Superintendent, and Trainmaster Nicholas, assisted by the renowned Archy Mack and his able assistants, south, it is safe to say that at least a thousand miles of continuous rail must meet with success and profit to the company. Stock is now put from the Pan Handle of Texas to Chetopa, Kas., the first feeding point, a distance of 361 miles, inside of twenty-eight hours, including making three changes of crews at terminals. Perishable freight from the North—Chicago, St. Louis and Kansas City—are put through with dispatch to all points of Texas. The coal business for the coming season bids fair to exceed anything in the past. Our competitors may waive their flags, but we will be here and get there all the same. Yours,

Mo. PAC.

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ST. JOSEPH, Mo., September, 1887.

EDITOR MONTHLY:—As a communication from Division 141 has been missed from the last two numbers of the MONTHLY, I will endeavor to drop in a few lines in time for our next number.

We, as a division, are still progressing slowly but surely. We are now reaping our share of the harvest which has been ripening on the new lines of railways which have been building in and out of St. Joseph during the past year, and as other roads are still coming this way, we hope to still keep adding new members to our division until we shall become a large and strong division composed of ready and willing workers for the good of the Order.

While we are somewhat encouraged with future prospects we at the same time regret the fact that one of our brothers has been compelled to leave us and seek a different climate on account of failing health. We speak of Bro. J. A. Robb, who, with his amiable and devoted wife, left us a few weeks ago to take up his abode in Austin, Texas. Bro. Robb has been for a number of years in the employ of the K. C., St. Joe & C. B. R'y, and for the past two or three years has served in the capacity of passenger conductor, but his health failing him on account of lung trouble leading almost into consumption, he has been compelled to give up his position and go to a different climate in hopes that the change will restore to him his former health and vigor, and we know that all who are acquainted with him will unite with us in hoping that the result may be according to his desire, for we know Bro. Robb to be a kind hearted and

earnest brother, and a man honored and respected by both employers and fellow employes.

In our communication we would not forget to mention the departure of Bro. J. T. Bruce, who, with his family, started for some place in California, the name of which I cannot recall, where he expects in future to reside. Bro. Bruce has been, until lately, a passenger conductor on the St. Joe & G. I. R'y. but like many others holding a similar position, was unfortunate enough to be dismissed from the company's service. Like Bro. Robb, Bro. Bruce was well respected by all who knew him, and there are none among his acquaintances but who will wish him the best of success in all his future undertakings. His last request to the writer was that he might hear from us as a division, through the columns of the MONTHLY. And now, as I know of nothing more that will be of interest to the readers of the magazine, perhaps I had better bring my epistle to a close, with kind regards to all members of our noble Order,

Yours in P. F.,

C. E. T.

DENVER, COLO., Sept. 2, 1887.

EDITOR MONTHLY:—Referring to Rule 79, as given in your No. 9, Vol. 4 (being an operator and a member of the O. R. T.), I desire to state my idea of the rule. The conductor having signed the order, has given a receipt for it, and is entitled to it and has no right to move his train until he has a copy of the order in his possession. Furthermore, I do not think the operator has a right to destroy or "bust" an order merely on the word of a dispatcher, but should have a regular numbered order to do so. The proper way in this case, I think, would be for the dispatcher to give the "correct," and then to send an order to the conductor that "order No. ——— is void."

I think there should be a universal system of running trains by special orders. Will some one give an opinion of a system running trains by special order without numbering them?

U. S. REA.

NORTH PLATTE, Sept. 1, 1887.

EDITOR MONTHLY:—As quite a number of the brothers who contributed so generously to the fund for the relief of the widow and orphans of our late Bro. Coleman McGinniss, expressed a desire to hear of our success through the columns of our organ, I will endeavor to give a synopsis of what was done.

Shortly after issuing our circular, the child spoken of as being seriously ill, was taken away. While its death relieved Mrs. McGinniss of a burden (as she was compelled to do her house work, and even her washing, with it in her arms) it nevertheless added to her bereavement. Arrangements were made with the family of Bro. McGinniss to take the oldest child, a boy, and to educate him, thus leaving the widow only one of her family, a little girl, to support.

The mortgage on the house amounted to about \$900, \$200 of which the mortgagee (Mrs. Eliza M. Dowd, mother of Superintendent Robert Law, well-known to many readers of the MONTHLY,) generously threw off. We have obtained from the contributions of the O. R. C. at large, \$598.50 so far, all of which was applied to the home, giving Mrs. McGinniss and the two surviving children a clear title to the house and two lots. We have also paid the funeral expenses of Bro. McGinniss and the little one, and had removed to the cemetery

where they are buried, two other children. The following we have from Mrs. McGinniss:

NORTH PLATTE, Sept. 1, 1887.

*Messrs. Geo. R. Hammond, James Cunningham, W. L. Park:*

It is almost impossible to express my deep sense of gratitude to the organization you have represented during my late afflictions, which, though heavy, were alleviated by the kindness and generosity of the Order of Railway Conductors as a body, and the members of your local division individually. I shall always remember it as a bright sunbeam breaking through dark clouds of despondency. I feel proud that my dear husband belonged to such a fellowship, and that God shall bless its members wherever they may be, shall always be my prayer. No one can know its charity until they have been placed as I have been.

MRS. COLEMAN MCGINNISS.

BROTHERS:—The members of North Platte Division No. 35 desire to express to you their thanks for the handsome manner in which you have responded to our appeal, and for the many bright, cheery letters received in connection therewith. That we have done a good work we are all satisfied, and that every member of this noble organization shall derive some benefit from it is a certainty. It has raised us in the esteem of those in the community around us, and with the officials of the railroads conversant with the facts.

Yours in P. F.,

W. L. PARK,  
Sec. and Treas. Div. 35.

FITCHBURG, MASS., Aug. 25, 1887.

*To the Officers and Members of Div. 146, Order of Railway Conductors:*

GENTLEMEN:—I have been trying to find words strong enough to express to you my sincere thanks and appreciation for the many favors shown me by the brothers of your noble Order from the time Mr. Burns was taken sick to the present time, but must say that I have made a complete failure, as words and pen are powerless to express to you my appreciation of your kindness.

In case of sickness among any of your members I would consider it a favor if you would call on me for assistance if needed, as it would give me pleasure to reciprocate in part for the kindly interest you have manifested in my behalf.

I have received from the Conductor's Insurance Association \$2,500.00, for which please thank the organization for me, and may God's blessing ever rest, and the sun of prosperity ever shine upon the Order of Railway Conductors and its members, is the sincere wish of

MRS. CARRIE W. BURNS.

PORT JERVIS, N. Y., Aug. 13, 1887.

*Brother C. S. Wheaton, G. C. C.:*

DEAR SIR:—Leaving Moncton August 7th at 1:25 A. M. for St. John, N. B. accompanied by Bros. Berry, C. C. and McCalley, C. C., Chairmen of Executive Committees, Divisions 214 and 203 respectively, we arrived in St. John at 6:00 A. M., where we were met by Mr. Cassiday and escorted to the Duffren Hotel, where I was introduced to Bros. C. H. Potter and R. E. Alden, members of New England Div. 137, running on the Maine Central R'y. I was glad to meet them and have their assistance in organizing the new division. After partaking of a hearty breakfast, we proceeded to hunt up the paraphanilla. I told Mr. Cassiday it would be in the express office. He hunted up one of the clerks

who said there was nothing there; but I insisted they must be there about that time. Mr. Freeman came up and said they might be in the custom house, and if they were we could not get them. Mr. Cassidy, who is a very energetic man, said he would make an effort. He started to find the chief clerk, but he was out of the city. He then went for another clerk,—he was at church. He however met a gentleman who was connected with the custom house, and upon inquiry, was informed that there was something in the custom house for me. I told him I would like to get it—after explaining why I wanted it. He very kindly went with me and let me have it, but there was nothing but the box. We took it to the hall, but could not proceed without the charter and books. I told them I was sure they were in the express office. It being 11:30 A. M., we adjourned to meet at 1:30 P. M. sharp. In the meantime Mr. Cassidy went in search of some one to go with us to the express office. On our way we met a young man whom Cassidy knew slightly, and gave me an introduction. I asked him if there was anything in the office for me, giving him my card. He said there was. I told him I would like to get it. He very willingly went with us and delivered to me the packages, Cassidy paying the charges. Then we were ready for business, but the men were all gone to the hotel for dinner. We locked everything up in a room and went to dinner at 1:00. All hurried up, as they were hot for the work, as some had to leave at 8 o'clock P. M. All present at 1:30 P. M. I gave Alden and Potter a private examination, as I wished to use them. The examination was satisfactory to myself and Bros. Berry and McCully, who were present. I then placed Bro. Berry in a C. C. chair, Bro. McCully as S. C., Bro. Potter as J. C. and Bro. Alden as I. S. I called the names of the petitioners, and all answered but three. I then asked if one of them would volunteer to wait and go through the initiation and promotion, when two stepped out. I then proceeded to prepare them for the obligation, after which I instructed them in the signs, pass-words and grip, leaving the lecture for the initiation ceremony. I then gave the secret obligation and instructions in the second degree. They then proceeded to elect officers for the balance of the year. Letters were appointed in accord with the constitution.

The election resulted in the election of E. W. Cassidy, C. C.; G. H. Freeman, A. C. C.; F. J. McPeak, S. & T.; F. McLelland, S. C.; M. Burgess, J. C.; A. W. Melic, I. S.; Jas. Millican, O. S.,—all unanimously. I then proceeded to install the officers. After the installation, I took the chair, Bro. Berry, A. C. C.; Bro. McCully, S. C.; Bro. Potter, J. C., and proceeded with the initiation of two candidates, going through the ceremony in a thorough manner, after which the division proceeded to elect the Division Executive Committee, Geo. H. Freeman, Chairman. The chairmen of the three divisions Nos. 203, 214, and 219 (division 88 not represented) held a meeting and elected Geo. H. Freeman, Chairman, and Geo. W. McCully, Sec. and Treas. for the three districts.

As some of the brothers had to leave and all were tired, they decided to close after extending a vote of thanks to your humble servant and the brothers who assisted me. I have great confidence in the members of New Brunswick Division No. 219. They will hold their meetings on the first Saturday night in each month.

Yours truly in P. F.,

F. ROSENKRANS, D. G. C. C.

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*To Houston Division, No. 7, O. R. C.:*

Your committee, to whom was assigned the framing of resolutions express-

ive of this division on the presentation to it of three emblematic altar cloths by Mrs. R. G. Qualtrough, beg leave to submit the following resolutions :

WHEREAS, Mrs. R. G. Qualtrough, wife of Bro. R. G. Qualtrough, has presented to this division three emblematic altar cloths, which are unsurpassed in beauty of design and elegance of material and workmanship, and whereas, these presents are highly appreciated on account of the fair lady who presents them, and because of the generous and kindly spirit in which it is known they are presented ; therefore, be it

*Resolved*, That this division will ever preserve said cloths as being of the highest value and worth, and will remember Mrs. Qualtrough with feelings of gratitude, and will ever appreciate the generous and kindly sentiments of high regard in which it is demonstrated she holds this division. And be it further

*Resolved*, That copies of these resolutions be furnished to Mrs Qualtrough and to the MONTHLY.

Respectfully submitted,

CHAS. B. JONES  
E. E. SHACKLEFORD, } Com.  
J. K. LYONS,

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### LISTENING TO THE KNOCK.

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Written for THE MONTHLY.

What anticipation,  
    Mingled with suspense,  
Before the door is opened,  
    While listening, so intense.  
When conversation ceases,  
    Expectation on each phiz,  
And the mental query,  
    " I wonder who it is ?"

The school-room, full of buzzing,  
    Herald's application,  
Children, widely different  
    In mental force and station.  
Although teacher's discipline  
    Be maintained like a rock,  
Will cease their buzzing study  
    As they listen to the knock.

At eve, when we are gathered  
    For home chat of the day,  
And little ones are sleeping  
    In bed, from healthful play.  
As we listen to the knock  
    Is heard the exclamation,  
" I hope no one is coming  
    To spoil our conversation."

The maiden meditating,  
    As shadows draw around,  
Or perchance is waiting  
    Some one, hears a sound.  
As she listens to the knock  
    A light leaps in her eyes,  
She wonders *who* is coming,  
    Her *hope* she don't disguise.

A mother, by her sick one,  
 Weighted with her fears,  
 By mighty self repression  
 Keeps back the crowding tears.  
 With bated breath she listens  
 To the knock upon the plate,  
 Prays, "May it be the doctor,  
 With a coming not too late."

The transgressor in hiding,  
 Disguised, but full of terror,  
 As to the knock he listens  
 Laments his only error  
 "Can it be an officer  
 Rapping out *his* knell?  
 Has he been discovered?  
 The opening door will tell."

The penitent who, dying,  
 To wronged would amends,  
 Whose spark of life grows stronger  
 As expectation lends.  
 While to the knock he listens,  
 Of life a longer lease,  
 Queries, "Is the Rapper  
 One who brings me peace?"

The faithful, old believer,  
 Whose walk has been upright,  
 By a faith unclouded,  
 Though not a step "by sight."  
 As he listens to the knock,  
 Whispers, "'Tis for me,  
 When the door is open  
 As we are seen so shall I see."

S. E. F.

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### WHO IS TO BLAME?

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If a maiden who has an "ideal,"  
 Allows herself to be won,  
 Expecting in her girlish zeal  
 Impos-sible things, when 'tis done.  
 From the winner, who is but a man,  
 With progress in life for his aim,  
 Her ideal he won't fill, *no one can*,  
 In such a case, who is to blame?

If a man has married a wife,  
 Thinking her an angel disguised,  
 And discovers that practical life  
 Requires such thoughts be revised.  
 Because she will scold and loves dress,  
 Yet every way worthy his name,  
 And his *theory was wrong*, he'll confess,  
 In such a case, who is to blame?

S. E. F.

*RESOLUTIONS OF BOONE DIVISION NO. 34, ORDER  
OF RAILWAY CONDUCTORS.*

At regular meeting of Boone Division No. 34, held to-day, the following resolutions were unanimously adopted :

WHEREAS, In view of the loss we have sustained by the transfer of our worthy and esteemed Superintendent, Mr. H. G. Burt ; therefore, be it

*Resolved*, That the thanks of this meeting and the Order of Railway Conductors are due to H. G. Burt for the able and impartial manner in which he has uniformly performed his duties, and that we sincerely regret his departure from among us, also, be it

*Resolved*, That he carries with him on leaving the position which he has so satisfactorily filled, the regard and good wishes of all who have had occasion to transact official business with him ; be it further

*Resolved*, That in parting, our kindest wishes will ever attend him, while we sincerely hope and trust that his future will be as bright and prosperous as he can anticipate or desire ; also,

*Resolved*, That a copy of these resolutions be presented to Mr. H. G. Burt, and published in the CONDUCTORS' MONTHLY and Boone papers.

FRANK CHAMPLAIN, C. C.

W. P. FOOTE, Sec. and Treas.

FRED MOORE, }  
J. R. O'NEIL, } Com.  
W. B. PARKIN, }

Boone, Iowa, July 25, 1887.

*TRAIN ORDERS.*

Stations A. B. C. D. E. and F. are on main line of a leading railway. Conductor and engineer of train No. 9, second class, at A. get the following order :

Order No. 15.

C. & E. Train No. 9.

No. 16.

31 —————

Run to D. regardless of train

Correct, 6.40 p. m.

X. Y. Z., Supt.

They proceed as far as C. when they strike the time of train No. 4, a first class train, and take siding. On repairing to the telegraph office, they receive the following :

Order No. 17.

C. & E. Train No. 9,

Run to F. regardless of train No. 16. You can have till 6.05 p. m. to run to E. regardless of No. 4.

31 —————

Correct, 8.40 p. m.

X. Y. Z., Supt.

After receiving last order they discover that they cannot make E. for number 4, and lay there until she passes, which is about 40 minutes, and just as they are leaving, are called in and given the following :

C. & E. Train No. 9,

Order number seventeen is canceled.

31 —————

Correct 4.22 a. m.

X. Y. Z., Supt.

Question. Where will they meet No. 16?

## EDITORIAL.

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THE MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

C. S. WHEATON, *Editor.*

E. B. COMAN,

W. P. DANIELS,

H. HURTY,

W. SEARS, *Associate Editors.*

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We are glad to inform our readers that through the influence of Division No. 175, a strike was averted at Memphis, Tenn., and the pay of conductors and brakemen was advanced \$5 per month. It is very seldom that we speak of the internal affairs of our Order and its work, and only do so this time by the special request, but at the request of a correspondent who signs himself "A Brakeman" asking that the facts be given in this case, and that Division No. 175 be given full credit for the good work performed.

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We can but commend the noble work in the State of New York by members of the B. of L. E. and O. R. C., in the matter of the state senators to be elected. Neither of the above organizations as a body mix in politics, but the members of each reserve the right to work, act, speak and think for their best interests, as conductors and engineers. There are no politics in their work, but they stand shoulder-to-shoulder, fighting manfully for their rights. Senator Coggeshall is receiving their whole support, while the son-in-law of his mother-in-law Fassett will find that conductors and engineers cannot be bought up like sheep, and that he mistook his men when he acquiesced in the remark that "conductors and engineers were large-hearted men, who would feel sore for a while, but would forget it before fall." We feel safe in the assertion that the railroad men in his district will tell him very emphatically in November what they think of him and his course toward them. We feel safe in the assertion that, outside of perhaps a dozen conductors and engineers in the district, he will meet with the condemnation he so richly merits, and we might add that all the *influence* that the writer of the letter signed "A Conductor" can bring to bear will not gag the editor of the MONTHLY on this question, or any other of as great interest to the conductors and engineers of the country.



Since the issue of our September number, we have been literally covered up with testimonials, scientific speculations, theories, etc. It has almost rained papers of this kind, and it is as we expected. Not one propose to show that magnetic influences have ever caused damage to the property of a railway company, or that there is a watch to-day carried by a conductor or engineer that is in the least affected by it, and we assert without any fear of successful contradiction that a case cannot be shown where magnetic influences have caused a watch to vary in a degree that loss or damage to property can be traced to that alone, and if practical knowledge goes for anything, the evidences are in a large majority against this scientific imposition on trainmen of these patent appliances. We know that bringing a watch or man in contact with a strong current of electricity will damage either, and the argument is brought down to the idea of, "It may in future effect your watch and cause damage." The world *may* stop moving. What is your theory in regard to the effect on railway interests if it should?

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Brother W. P. Daniels, our Grand Secretary and Treasurer, has been placed in nomination for the office of State Senator for the 26th Senatorial District of the State of Iowa. Brother Daniels has never solicited any such honor, and coming to him unsolicited and unanimously tendered is a great compliment and a just tribute to his ability and worth, and shows that he is held in high esteem by the residents of the district where he has spent nearly all his time for the past fifteen years. The pressure brought to bear on him to accept this honor came after the nomination from his large circle of personal friends of the opposite political party who are convinced that prohibition in Iowa means free whisky and it is of no further use to longer continue a fraud as apparent as this one is, and that the time has come and passed when some wholesome restraint should be placed on its sale, and if sold, should contribute its share to the revenue of the city and county. Many others believing that the candidate presented by the so-called Labor Party, endorsed fully the sentiment expressed by the seven men now convicted of murder and sentenced to be hanged in Chicago on November 11, and the aggressive disposition of such classes has made them to press their claim upon Brother Daniels, and he has been forced to accept the candidacy. He will make no canvas for the place, but will be found every day at his desk in the office from ten to twelve hours. But should the voters of the district call him to the fulfilling of this important trust, be assured the 26th District of Iowa will be well represented.

While in Elmira arranging for removal to this city, we had the pleasure of meeting Mr. M. Rickard, the candidate of the engineers and conductors for Railroad Commissioner for the State of New York. It was our first meeting, and we found Mr. Rickard a genial gentleman. His 30 years' service on an engine has not passed without leaving its marks, but Mr. R. is to-day in his prime, thoroughly posted on the affairs of the day, and we do not believe a better representative railroad man can be found in the state.

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The license question is one that should interest every conductor and engineer, and in face of the fact that legislation is being enacted in many states which place men of these classes in a very embarrassing position, they should at once take active measures to secure full protection under a fair law, both to themselves and the traveling public. We quote from a letter printed in the *Brotherhood of Locomotive Engineers' Monthly Journal*, from the pen of a worthy engineer, as follows:

"There is one subject that will soon ask the attention of the members of the B. of L. E., and I know of no better place to discuss it than in our division rooms. In one or two of our states the representatives have enacted a license law, and men running locomotives are compelled to pass through an examination before a board of examiners selected or appointed by the governor. As to the merits or demerits of the law I do not propose at this time to speak, for there are some who consider it an unjust law, while others think if we had such a law in every state that it would be a great protection to the men now employed upon the deck of the locomotive. Yet there is one thing certain, he that is prepared will best pass through the ordeal. Now, I would like to suggest through the columns of the *Journal* that every division instruct its delegate to the Chicago convention that we adopt as a part of our regular form of business in our sub-divisions a mechanical department, or a series of mechanical questions, to be discussed at every meeting. *I am of the opinion that the time is not far distant when every man who runs a locomotive will be compelled to procure a license and be examined as to his fitness for the position, and how can we best prepare ourselves?*"

The *italics* in the quotation are ours. In conversation with over fifty engineers and conductors recently, all have expressed the same sentiment as above. The question, then, simply resolves itself into whether we had better take the initiative in this matter, or wait until some one else does it? Shall we protect ourselves? Or wait until legislators tie us up hand and foot, and then kick to get loose? Which will we choose?

*SINCERITY.*

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On April 5th the greatest of great interstate commerce law went into effect, and the cry went up from nearly all railway officers we must adhere strictly to its provisions and "By the advice of counsel" was so frequently heard that it became a burlesque. To-day we are led to ask the question, "did these same officers use this term as a fact or simply as an excuse to curtail privileges heretofore enjoyed by their patrons." No commissions must be paid. No inducements can be offered. All must stand alike. Pools must be discontinued and the millemum for *some* companies had seemingly at last arrived. No special rates were to be given. All must fare alike. Were they sincere in these declarations? Even the most casual observer to-day can answer from evidences at hand. Most emphatically, *no!* And why? There are roads to-day that did not then and have not since crawled under the "advice by counsel," and they are prosperous; transacting their business fearlessly and above board, and have won the admiration of all by that course. They do not ask a stock man to make out a damage sheet to give him a rebate on his carload of stock sufficient to cover his round-trip ticket and expenses. They do not send a friend around to see you before you buy your ticket, or take your name and address that a little present may be sent you. They do not ask you to buy a ticket for 50 miles farther than you desire to go, and then inform you that it will be redeemed at the office for a stated amount. They do not issue a pass to you to cover 100 miles more than your journey, and give you a stamped enveloped to enclose to the party who issued it! This and a thousand and one other technical reasons lead one to ask if they are "by the advice of counsel?" All this furore is bosh. One great trunk line, "by the advice of counsel," called in all its annuals, and by the above advice, could not issue any free transportation to any except those in actual railway service, and only then upon request, even refusing to contract advertising. Three months later we find them passing committees and brass bands, etc., and we are led to believe that this road acts "by the advice of counsel" always, we must conclude that the road has changed its counsel, or the counsel has changed his mind. Which? Which of these lines command the respect of the public? Which of them deserves to succeed? How much better if all had placed a fair construction on a law that was untried, and when forced to take radical measures, did so. We must submit that it would have placed all in a better position and saved them from ridicule, and we are led to believe that there are many lines to-day

that are heartily sorry that they yielded the whip, applied through POOL, (we forget—Association) formed expressly to impoverish weak lines at the beck of the stronger, and the work of these lines, through these Associations, is having its effect to-day, and will, until they are broken up. "Merely Statistical Associations," as the sleek chairman informed us; yet if a line goes outside the *statistics* issued from that office, the pirate finds the hands of all concerned in his hair clear up to the elbows. The big fiasco of presenting a case to the Interstate Commerce Commission and their decision was defended simply to cover up the payment of commissions, which it is knowingly asserted, was and is carried on by these same lines, and only makes the commendation of those lines who have fearlessly done what they thought to be right, the greater.

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### ALABAMA RAILWAY MEN ON THE COLOR BLIND LAW

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The announcement in yesterday's *Times* that several of the oldest engineers on the Memphis & Charleston Railroad had been forced to resign under the new law requiring that they pass an examination of the eyes, created profound sorrow among their friends, and the railroad men were indignant. The law did not go into effect until yesterday, and it is stated that several more engineers were refused license by the examining committee. There are fully 200 men who reside in Chattanooga, who run on roads through Alabama, and the law affects them, and of course great interest is evinced for their welfare.

The best men on the road are those whom the despicable law hits. A railroad man said: "The idea of discharging Pres Franklin and Tom Kinslaw, two of the best runners on the Memphis & Charleston Railroad, is nothing short of a d——d outrage. The law may crush us for a while, but we will get even with the men who made the law two years from now."

Meeting an engineer who had passed a successful examination, a *Times* reporter questioned him regarding the manner in which the examinations were conducted: "Well," he said, "they put you in a room with but one window and very little light comes in through that. A hundred different bunches of zephyr of every conceivable shade is placed on a stick. Then an engineer is required to assort the various shades. The greatest precision is required, and it would require the skill of a painter and a connoisseur from Worth to make assortment correctly. When that much red tape is strung out, then you are required to read small type on a dim board at a distance of eighteen feet. Then you must read it backwards until your eyes are nearly ready to pop from their sockets. I do not know on what basis one's success or failure is reckoned, but I presume the whims of the examining committee are consulted."

"Now, see here," continued the speaker, "what does an engineer have to do with zephyr or small type? They are not used as signals. Why did the law not prescribe that our eyes be tested with red lights, green and white lights, and flags of the same colors? There is not a railroad man in the country who would object to that. There are more than 20,000 men whom the law affects,

and at the rate they are now being deposed on simple technicalities, why fully 3,000 will lose their positions. The conductors are not subjected to so rigid an examination and even then they do not escape. Captain Otey Figures, one of the most popular passenger conductors on the road, was refused a certificate, and it is believed others will meet the same fate."—*Chattanooga (Tenn.) Times*.

The above presents a fair picture of technical color examinations by so-called experts, and while we maintain that the qualifications of every employe ought to be thoroughly tested by examination, we, at the same time, condemn all technical examinations on 'colors. The worsted test is an old one, and as conducted by experts is an unfair one. There are many colors that will confuse the expert even if properly arranged, and worsted is not used by railroad men in their business. Give us a thoroughly practical test. Place the engineer and fireman on their engine and let the various signals be shown them at various distances and under the most dangerous circumstances, and the test will develop the condition of the eye more fully than by picking out skeins of yarn or reading a book. There is entirely too much theory creeping into railway service, and it is time that employes of every grade began to look out for themselves. Their greatest remedy is in legislation. Let us be up and doing and use our united influence to secure a uniform, practical examination of all. Let all who take charge of a locomotive or train be licensed, and that end gained the matter of examinations will lose its terrors to all. The law cited above was enacted by the Legislature of the state of Alabama, and its instigators, no doubt, thought to accomplish some good to railroad men; but the bungling manner in which the law is drawn has imposed a heavy burden on all of the employes in the state. The Governor appointed three experts to do the examining. He undoubtedly used his best judgment in the selection, but who examined them? Who knows, to-day, that any of them can pass their own technical examination? And yet the employes there are compelled to submit to it. As a farther proof that the examination is radical and unjust, you will note that the number found color-blind is 50 per cent. greater in Alabama than at any other place. Where such examinations are required, on one line, under a fair examination of 120 engineers, only one was found with defective sight and he was not color-blind. On another, over 300 conductors and engineers were examined and only two were found that could not tell the color of lamps in the dark or flags in daylight. And these are not exceptional cases. Another strong argument against technical examinations is the well-known diffidence of railroad men regarding all examinations, and the fear that they will not pass, coupled with strange surroundings, strange faces and strange questions, make it almost impossible for them to pass the exam-

ination. We have known good railroad men that could not answer a question correctly in the office of his trainmaster, and yet he is a successful conductor and has been for ten years, and had his diffidence not been considered he would not have been retained in the service. These so-called experts have no sympathy for the men they examine, and it is conducted in a cold-blooded, business way and the doubt against the employe each time; and it is a wonder to us that one-half do not pass such an examination.

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*SAMUEL F. KELLER.*

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Samuel F. Keller was born in the city of Harrisburg 43 years ago; educated in her common schools and passing a life of usefulness in her midst. In 1861, when the news flashed across the wires that Fort Sumter was bombarded, in the dark days of the republic, in her dire need in her greatest peril, Samuel F. Keller, a boy of 17, responded to the urgent call, shouldered the musket, and as a member of the Eighty-seventh regiment Pennsylvania volunteers, went forth to battle for his country. As a soldier he participated in the weary marches, glorious victories and bloody defeats of the Army of the Potomac under McClellan, Hooker, Meade and Grant.

In June, 1863, when the rumour went forth that Lee intended invading Pennsylvania, when the mothers of the Keystone State clasped their children in closer embrace and the daughters prayed with more

fervency for the protection of fathers and brothers, Samuel F. Keller stood with his comrades at Winchester, Va., trying to stem the tide from overflowing the hills and vales of Pennsylvania, there fighting to keep the invader from our soil. He was captured by the enemy and after enduring the horrors of the prison hells of Libby and Belle Isle for six months, he again returned to the army and took part in its reverses and successes until victory finally crowned the arms of the boys who fought under the stars and stripes. Returning home he exchanged the blue for the citizen's garb, and has since been a faithful employe of the Northern Central Railroad Company.

Bro. Keller is the unanimous nominee of his party for Sheriff of Dauphin county, Pa., and we hope to see him successful. He entered railway life over 30 years ago as brakeman and baggagemaster on the old Northern Central Railway and served under Bro. C. A. Willard, and since his return from service in the army has had charge of a passenger train for the P. R. R. and N. C. R. between Harrisburg and Renovo. He was the originator of Division No. 80 at Harrisburg, Pa., and one of its charter members, and when merged into No. 143, cast his membership in that division, and is a member of the State Executive Committee of Pennsylvania. Few are better known or more respected than Bro. Samuel F. Keller.

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### *READING EMPLOYES' STRIKE.*

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BECAUSE COLOR-BLIND AND ILLITERATE ENGINEERS WERE DISCHARGED.

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All of the Reading railroad employes at Port Richmond, numbering about 2,000 men, are on a strike. The strike was brought about through the discharge of several engineers who failed to pass the recent test for color-blindness and capability to read and write. All the employes belong to the Knights of Labor, many of the engineers in the Port Richmond coal yards being members of the Brotherhood of Locomotive Engineers.

The men were all working this morning and quit at noon for dinner as usual. When the hour for resuming work arrived not a man appeared. The engines were left standing just where they chanced to be at 12 o'clock. Many of the workmen gathered around the engines at the street corners, but there was no loud talking and very little excitement.

"The strike will spread from Philadelphia to the mines, and upon all the branches of the Reading railroad," said Master Workman Kelly of Local Assembly 6285. "It is likely that 50,000 men will quit work."

The railroad officials claim that it is essential that all engineers and firemen should be able to read, as important telegraphic orders are frequently delivered to them. Such engineers who cannot read, no matter how successful they have been as safe runners in the past, will be assigned other duties. The engineers on the Lebanon Valley and East

Pennsylvania branches have been notified that they will be examined next week.—*Railway News*.

Reader, imagine yourself drawn through the country at 40 to 60 miles an hour by men who cannot read. Don't you think it about time you were protected by a general license law and its examinations?—ED.

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### THE TEN COMMANDMENTS.

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[Delivered to Moses Cooley, Aaron Morrison, Nadab Schoonmaker, Elihu Walker and Joshua Bragg.]

I. Thou shalt have no other Interstate Commerce bill but the Cullom bill.

II. Thou shalt not make unto thyself any rules and regulations for the carrying of freight and passengers in the likeness of anything that is in the heaven above, or that is in the earth beneath, or that is in the water under the earth.

III. Thou shalt not bow down to any railroad president or general passenger agent, or freight agent, for we the Commission are not so green as we look, and if there is to be any bowing down and doing the grand, we want all there is going.

IV. Remember the 5th of April and don't you forget it, oh ye, who have been getting over the country on annuals, for then do the passes fall like the leaves of a chestnut tree in a November gale, and there is no help in ye.

V. If you must cuss, cuss Cullom, for this is the bill that the Senator from Illinois giveth thee.

VI. Thou shalt not unjustly discriminate. We will never agree as to what "unjustly" means, so you must be particularly careful about this sixth commandment.

VII. Thou shalt not commit thyself to a greater extent for a short haul than for a long haul, even if it does take more carpet for a long hall.

VIII. Thou shalt not have any addition, division and silence.

IX. Thou shalt not bear railroad stocks unless you are short on the market.

X. Thou shalt not pass thy neighbor nor thy neighbor's wife, nor his man servant, nor his maid servant, even if he travelth with his ox and his ass and the other members of the commission.

N. B.—And thou shalt rub in all these commandments until the people weary and rage and imagine a vain thing, and break up the whole business.



## YARDMASTERS' DEPARTMENT.

MILWAUKEE, Aug. 9, 1887.

*Wm. Baird, Esq., Corresponding Secretary:*

DEAR SIR: On my arrival home from the Detroit convention—where I had a most delightful time—and must say the Detroit yardmasters and citizens left nothing undone to make our stay a most pleasant one, in which endeavor they certainly were successful, meriting the thanks of all. We called a meeting of our Local Division No. 19, to see what we could do in the way of an entertainment to make a pleasant time for our friends and ourselves. We appointed a committee of three, viz: H. S. Teall, Orville Vebber and J. H. Cull. After looking the different places over we concluded to secure the National Home grounds with its beautiful artificial lakes and its splendid dancing pavillion. Take it in all there are few nicer places in the country as Uncle Sam takes good care of his disabled soldiers and the grounds buildings of which are situated about three miles west of this city, are kept in splendid condition. This done we had four hundred tickets printed which our friends considered it a favor to get for a dollar each. We provided a special train for our guests, leaving the city at eight p. m., arriving at the grounds thirty minutes later, with about three hundred of the best people of our city, bent on having a good time. Dancing commenced immediately—some preferring a boat ride, others to swing and not a few to promenade through the well kept groves and flower gardens. Refreshments were served and dancing continued until one a. m., at which time we boarded the train and returned to the city. Everyone had a good time and our guests were more than pleased with the good time they had. Many were heard to say they would not miss the Yardmasters' Festival and Ball for nothing. After paying all expenses we had a nice sum left. Thus our friends were honored and pleased and our treasury replenished.

Yours Truly,  
H. S. TEALL,

FT. WAYNE, Aug. 12, 1887.

*Wm. Baird, Esq., Corresponding Secretary Y. M. B. A.:*

DEAR SIR: This is probably the first time you have received any correspondence pertaining to the Y. M. B. A. from Ft. Wayne, Ind. This is due to various reasons. It is now a little over two years ago since I, through the influence of Bro. F. S. Beals, of Andrews, Ind., was induced to join the Y. M. B. A. I was the first one of the many Ft. Wayne yardmasters that took this step, and, believing it to be a good thing, I at once started among my fellow yardmasters trying to induce them to join our association. Not till Bro. Beals

mentioned the Y. M. B. A. to me, I had never known that an organization of this kind was in existence; I had never heard of it before, although it then was at least ten years old and had been organized close by in the capitol of our own state. In speaking to the other Y. M.'s here, I found them to be in the same boat, viz: They had never heard of the Y. M. B. A. before, consequently they wanted to know what kind of an organization it was, what kind of people it was composed of, what view the association took of several questions very important to railroad men. It has been slow work, but the results here have been good, and where two and a half years ago the association had not a single member there now are five, R. C. Ross, Chas. Aitkens, John Repine, Dennis Hayes, and A. M. Schmidt. On the evening of August 11th, they met and organized Ft. Wayne Division No. 48, by electing R. C. Ross as their president and A. M. Schmidt secretary and treasurer. Regular meetings will be held on the first and third Thursday evenings of each month, at the parlors of the railroad reading rooms, and we expect to double our present membership at the close of the present year. There is plenty of material at hand, all it needs is to be seasoned and properly worked up. If we succeed in doing this we will soon have a division from 15 to 20 members strong. We hope for the best of results. Ft. Wayne, a city of 35,000 inhabitants, has six railroads leading into it. All of them have extensive yards and shops here.

Our grand secretary and treasurer, Joseph Sanger, paid us a flying visit two weeks ago. He was on his way to Toledo and stopped off for a few hours. He was the first one of our Grand Officers that ever visited Ft. Wayne. Being a regular subscriber and reader of the MONTHLY, I was glad to notice a contribution from Bro. Hicks, in the August number. I hope every yardmaster will take the advice therein to heart and not be slow in taking profits from it. I also hope to hear from Bro. Hicks again. If able writers like him—there are quite a number in the Y. M. B. A.—would contribute more freely to the Yardmasters' Department in the MONTHLY, you will find that gradually more interest will be taken in this department and finally become a grand success as a great benefit to our noble association.

Yours Truly,

A. M. SCHMIDT.

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WHEREAS, the old style of link and pin coupling has for the past forty years not merely subjected yardmen and brakemen to extra hazardous risk in the performance of their respective railroad duties, but has been the direct cause of death to many thousands of railroad employes, thereby entailing on their unhappy families widespread misery and other incalculable misfortunes and

WHEREAS, the Master Car Builders' Association of the United States, having full knowledge of the casualties and expenses incident to the old system of coupling and uncoupling freight cars, and having devoted years of careful thought and experiment to devising a remedy for these recognized evils, did at a convention held at Minneapolis in June of the present year, recommend through its Executive Committee to the members of the association that a single type of coupler be henceforth adopted by the association and its standard form for a uniform coupling, and that all other form of couplers that would couple to and with the type under all conditions of service should be considered as conforming to the standard of the association; and

WHEREAS, the committee on railroad and mechanical experts, representing railroad companies owning and controlling thirty-five thousand miles of rail-

road in this country, and appointed to test thoroughly various automatic safety car couplers, with a view of determining from such tests which coupling device was the best adapted for general use in the freight service of the railroads represented on such committee, did on the 27th day of July in the present year, unanimously resolve, "That after full consideration of the preliminary tests made under the direction of the committee, and in view of the evident superiority of a close coupler of the vertical hook type, which will couple to and with others of the same class and type, this committee will admit to further consideration only such couplers as are of the type known as the Janney type of vertical hook couplers;" and

WHEREAS, there is good reason for belief that if the recommendations of the committee of Master Car Builders' Association, and the resolution of the committee of experts hereinbefore mentioned, are now carried out with promptitude and energy, the general introduction of uniform automatic safety car couplers will be indefinitely postponed, and the serious risk to the lives and limbs of railroad yardmen and brakemen will be perpetuated for many years to come;

THEREFORE, RESOLVED: That this Association of Yardmasters take immediate steps for the preparation of a petition to be forwarded to the presidents and general managers of the railroads represented in the association, respectfully requesting that executive action be taken to enforce the recommendation of the Master Car Builders' Association, and the expert committee above mentioned in the preamble, thereby guaranteeing uniformity of practice, safety to employes and economy for the respective companies.

WILMINGTON, Del., Sept. 12, 1887.

*To the Executive Committee of the "Yardmasters Mutual Benefit Association of America."*

GENTLEMEN: The question of a uniform automatic car coupler is at the present time engrossing the attention of practical railroad men throughout the country. Various organizations are discussing the matter with a view to recommending to railway managers the adoption of a uniform coupler, which, will at once insure strength and economy combined, with safety to the employes to be used on all the railroads in America. Under the circumstances I think it behooves the Yardmasters Association to take some action on the matter with the same object in view. While I am heartily in favor of taking favorable action in the matter myself, I deem it my duty to consult you on the advisability of placing a copy of the enclosed preambles and resolution before each Local Division of our Association for discussion, that we may be the better able to get the intelligent opinions of all our members on this important subject before taking any steps towards recommending the adoption of a radical change in the various modes of coupling now in use upon the different railroads. Without consulting yourselves gentlemen of the Executive Committee, as well as all Local Divisions upon this subject, I would not feel justified in endorsing the enclosed resolutions for the preparation of a petition to be forwarded to the presidents and general managers of railroads on this subject. By giving me your opinions and recommendations on this matter as early as practicable you will confer a favor and oblige,

Yours Respectfully,

ERWIN M. CARTER,

President Y. M. M. A.

## MENTIONS.

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—Bro. A. W. Hull has been appointed yardmaster for the C. K. & N. R., at Fairbury, Neb.

—Bro. H. A. P. Cronk says that the man who says he likes Mobile beer may go there himself.

—Owing to pressure upon our columns, much important matter will be left over until our October issue.

—Bro. H. Case of No. 33, is seriously ill at his home in Clinton. We hope to hear of his recovery soon.

—We have just learned of the death of Bro. J. B. Wiley, of No. 131, at Newport, Ark., of typhoid fever.

—Assistant G. C. C. Coman was a caller at the office September 10th. Come again Ed but we want to be here.

—Bro. O. Sackett and wife returned from the east on September 8th, and they are again at home in the city.

—We now live at No. 131, Second avenue, Cedar Rapids, Ia. Call and see us. We will try to make you welcome.

—Owing to delay in plate we cannot give a description of our new offices. Will hope to be ready before our next issue.

—We were pained to learn of the death of Mr. Thomas Carrigan, father of our worthy brother, T. J. Carrigan, of No. 41.

—Bro. A. B. Garretson has fully recovered from the recent severe illness and is again on his run from Dennison to Taylor.

—Bro. Frank Gage of No. 58, and trainmaster on the B. C. R., at Rockford, Iowa, was a pleasant caller at the office on the 21st.

—Bro. E. P. Mehan will please answer to his name when the secretary of No. 101 calls. His last address was San Antonio, Texas.

—Among the pupils enrolled at the Academy of Our Lady of the Angels in Elmira, N. Y., will be found the name of Jessie M. Wheaton.

—Bro. Tom Alexander inaugurated a new passenger service on the B. C. R., on August 28th, between What Cheer and Iowa City, Iowa.

—Bro. D. C. Gile is now trainmaster and in charge of train men, on the C. K. & N. R'y., (Rock Island Route) and located at Fairbury, Neb.

—The many friends of Bro. W. Fenlon, of the C. & N. W., will be glad to learn that Mrs. Fenlon is recovering from her recent severe illness.

—Bro. Bogart reports great activity in Division No. 200. They now have 23 members and will be able to report 50 before the close of the year.

—W. F. Brady, formerly employed by N. C. R. and afterward by L. V. R., can learn something to his benefit by writing H. S. Lewis, Jr., Elmira, N. Y.

—Frank Dyer, formerly conductor on the N. Y. C. & H. R. R., will get some valuable information by corresponding with W. M. Morris, East Syracuse, N. Y.

—We had expected to say something in regard to the St. Thomas collision, but as yet have failed to get the information to write intelligently on the subject.

—Bro. D. M. Dinsmore has resigned his position as passenger conductor on A. & R. and has engaged in the woolen manufacturing business, at Freeport, Pa. We wish him every success in his new field of labor.

—Cheese comes high to the Erie line, as we see by an exchange that they they paid \$24,227.28 damages on account of the wreck of a fast cheese train at Cochection.

—Division No. 126 gave their annual excursion and picnic to Fremont, Neb. in September. They were patronized by a large crowd and had a very enjoyable time.

—We are pleased to learn that the name of Bro. Hiram Hurty is prominently mentioned as candidate for State Senator in his district against the notorious "Facsett."

—The License Bill, approved by the last Grand Division, has received an important addition, placing a strong restriction as to the hours of labor of conductors and engineers.

—Anyone knowing the whereabouts of Bro. C. S. Miles, of No. 97, will kindly forward it to Mrs. M. B. Miles, Miles Grove, Pa., his mother. When last heard from he was at Fort Scott, Kansas.

—We were in receipt of a neat invitation to attend the first annual picnic of Memphis Division No. 175, on September 8th. It was not read however, until the 16th, too late to reply. We trust all had a pleasant time.

—The divisions in Connecticut and vicinity will hold a union meeting in New Haven, Sunday, Oct. 2nd., to be followed in the evening by a public meeting at the opera house. A grand time is anticipated.

—Bro. Norman Watkins has laid down the tape line and pen and again resumed his old occupation of conductor on the Mo. P. Ry., from St. Louis to Chamois, Mo. The MONTHLY wishes him every success in his new position.

—The accident at Washington, on the B. & O. last month, on account of imperfect brake appliances, presents another strong argument in favor of a standard automatic brake. We are not advised of the brake in use but it was not an automatic.

—No one is, has been, or will be assessed for the death of Bro. T. J. McLees. Claim for his death was paid from the surplus, and assessments Nos. 91, 92, 93 and 94 are for Bros. Gorom, Lathrop, Ludden and Eldred, as Brothers will see if they will examine the notice.

—Through the kindness of the Williamsport *Breakfast Table*, we are enabled to present the face of Bro. Samuel F. Keller, of Division No. 143, candidate for sheriff of Dauphin county, Pa. Brother K. has a good chance of success and we sincerely hope he may.

—We are in receipt of a neat collection of sacred songs composed by Rev. W. E. Penn, who writes that he has placed in the new church recently erected at Palestine, Texas, a window dedicated to the four railway associations and containing the monogram of each.

—Five districts have filed reports of organization during the month. The chairman and deputies are as follows: No. 8, E. T. Morris; No. 13, John F. McVean; No. 20, A. C. Rose; No. 15, Robt. Laughlin. There are still eight districts to report. We hope to record them soon.

—Bros. McKinley of No. 173 and Brown of No. 32, were callers at the General office in September. Bro. McKinley was accompanied by his wife and daughter. They were on a pleasure trip west as far as Council Bluffs. Bro. Brown is now visiting friends in Waverly, Iowa.

—Mr. H. D. Cone, of the firm of H. D. Cone & Co., jewelers, has just returned from New York with a fine addition to his stock of goods. He will soon increase his facilities for manufacturing all kinds of society pins and rings. Should any of our readers desire to purchase give him a call and we guarantee satisfaction.

—Members of the Order will do themselves a favor and also the Order by trying a sample of the fine cigars manufactured by Bravo & Keys, of Binghamton, N. Y. They are the best in the market. Send to them for samples and see that your tobacconist places them on sale. They should be on sale in every town, particularly where railroad men congregate.

—Under date of September 12th, J. M. Cheesbrough, assistant general passenger agent of the Vandalia Line, appointed Bro. Chas. E. Curtice of No. 92, southeastern passenger agent with headquarters at Dallas, Texas. Bro. Curtice was for many years a passenger conductor on that line and the promotion is a deserving one. The MONTHLY congratulates.

—The attention of advertisers is called to what our patrons say of the MONTHLY: "*Thanks to our 'ad' in the Monthly and the kindly feeling evinced by the fraternity, we have in the past year more than doubled our business.*" When readers of the MONTHLY write to advertisers, please say, "I saw your advertisement in the RAILWAY CONDUCTORS' MONTHLY."

—Bro. Bell who has stood first on the spare list for the last year or so, has been appointed to take Bro. Haskins car, on the Circular Run permanently. Bro. Haskins having been moved to Strafford to take a regular run between there and Toronto. Conductor McDonald succeeds Bro. Bell as spare conductor, and we hope soon to have him on the regular list in Division 189.

—Under date of September 15th, Superintendent C. M. Levy, of the St. L. K. & N. W. Ry., appointed Bro. J. R. Roberts, of No. 66, train master of that line. Bro. Roberts has been yardmaster at Keokuk, Ia., for a number of years and his promotion is but a deserved recognition of his valuable service. His many friends will congratulate him. The MONTHLY wishes him every success.

—The report of Grand Secretary Feltow of the Old Reliable Passenger and Freight Conductors Insurance, shows that it has cost \$17 to carry an insurance of \$1,250 average payment with them last year. In 1886 they had 1,436 members, in 1887, 1,394, a loss of 42 during the year. Total paid out during the year, \$21,259.00. This is a very flattering showing for this, the oldest of our conductors insurances.

—Nat L. Eaton was killed at Elmira, N. Y., August 25th. We found him a brakeman on the N. C. R., some 15 years ago, bright, intelligent and smart. In the time that intervened between that day and that of his death he had traveled the country over, set brakes on almost all the main lines of road and came back home to meet his death. The whole and sole cause of his course through life and the cause of his death can be summed up in one word, "whiskey."

—We received at the hand of Mr. James L. Monaghan, grand master of the Switchmans Association, an invitation to attend the opening exercises of their annual meeting, held in Tomlinson Hall, Indianapolis, Ind., on September 19th. The invitation card is one of the neatest we have ever seen. We wish the association a harmonious and prosperous year. The card was not read until too late to reply to the convention on account of our absence from the office.

—"Say, what did you conductors do at you meeting last Sunday," asked a *Gazette* reporter of one of the leading conductors last Monday.

"Young man; said the conductor, "it isn't good policy to hunt ducks with a brass band. You have plenty of music but very few ducks. We are going for a certain loud quacking, incubator hatched, political duck and we don't want too much music just yet. After the votes are counted in this Senatorial district we will have the duck and the band will begin to play."—*Elmira Gazette*.

—Some legislation appears to be required concerning the use of "double headers." If the railroad company had divided the Niagara excursion train into two trains. instead of packing a thousand people into one, the accident at Chatsworth would probably not have happened. The first locomotive got over the bridge in safety, and an ordinary train might very likely have been as fortunate, but the weight of a second locomotive coming upon the bridge before it had fairly been relieved of the weight of the first was more than it could bear, and it crashed through, with the appalling results with which the public is familiar.—*Chicago Times*.

—We were favored with a call from Mr. S. E. Wilkinson, Grand Master B. of R. B. on Sept. 21st., and had a very pleasant chat with him on the current affairs of the day. Mr. Wilkinson is well informed and withal a very pleasant gentleman and if the B. of R. B. will only heed his words of advice and council

they will become one of the first railway organizations of the day. He is doing his best to educate his members to a conservative fair view of the labor situation and to bring about harmony in all railway service. In this he will have our support and we bid him God speed in the good work. The B. of R. B. will do well to secure his services for the next ten years, as he has done more to advance the interests of the B. of R. B. than any other member.

—We are in receipt of the *Industrial Leader*, published by the Knights of Labor at Dubuque, Ia., and edited by Bro. Frank M. Sheridan. Frank has certainly made a number one paper of the issue that comes to us and if the Knights will listen to and follow the counsel of such leaders as Sheridan, they will be governed by reason instead of passion and will go forward to success. We have had occasion to criticize the actions of the Knights and some of their leaders in some instances in the past and should occasion arise, shall not hesitate to do so again. But we are satisfied that there will be no occasion if men of the Sheridan stamp are listened to, and while it is not at all likely that we shall at all times agree with you Frank, we wish for you, your paper and the association you represent, a long and prosperous existence.

## OFFICE OF RAILWAY CONDUCTORS---BENEFIT DEPARTMENT.

56 Third Avenue,

CERTIFICATE NO. ....

Cedar Rapids, Iowa, October 1, 1887.

## NOTICE OF ASSESSMENTS NOS. 95, 96, and 97.

Due immediately and Membership forfeited if not paid before November 30 1887.

N. B.—No second notices are sent hereafter. One benefit paid from surplus.

BENEFITS PAID FROM ASSESSMENTS Nos. 89 and 89.								
Ass't No.	Ben. No.	PAID TO	FOR	OF	CAUSE.	PAID.	Cert. No.	Div. No.
88	115	Parents	Death,	Jas. Langan.	Accident.	Sept. 20,	3469	36
89	116	W. T. Price,	Dis.	W. T. Price,	see note*.	Sept. 20,	1764	77
Surp.	117	Flora Henson,	Death,	Jos. Henson,	Apoplexy.	Sept. 20,	1703	161

## ASSESSMENTS.

Ass't No.	To Be Paid To	FOR	OF	CAUSE.	DATE.	Cert. No.	Div. No.
95	Jane B. Hubbard,	Death	H. H. Hubbard,	Pyemia,	June 11,	3793	177
96	Christine Weber,	Death	A. W. Weber,	Run over,	June 18,	3589	67
97	E. B. Kollert,	Dis.,	E. B. Kollert,	Loss of arm,	July 30,	4826	44

Please forward \$3.00 immediately unless a different amount is stamped in red ink.

\*Complaint is made by some that cause of disability is not given fully enough by saying "accident." Bro. Price was disabled by "fracture of clavicle, fracture of acromion process of scapula and fracture of surgical neck of humerus."

WM. P. DANIELS, Treasurer.

*In Memoriam.*

**Johnson.**—WHEREAS, Once more we are reminded that from dust we came, and sooner or later to dust we must return, and it has pleased God in His infinite wisdom to cause our hearts to bleed with sympathy on account of the removal from our midst Mrs. R. M. Johnson, the beloved wife of our worthy Brother, R. M. Johnson.

WHEREAS, The many years she has been a constant and faithful Christian, always keenly active to its interest; therefore,

*Resolved*, That her loss we greatly deplore, and feel that in her death society loses a trusted friend and a safe adviser.

*Resolved*, That we deeply sympathize with our Brother in his bereavement, and sincerely trust his loss is her infinite gain.

*Resolved*, That we remember with pleasure her unwavering devotion to the principles of our Order.

*Resolved*, That a copy of these resolutions be sent to the editor of the O. R. C. MONTHLY for publication, and a copy sent to our worthy Brother R. M. Johnson.

Per order of Division No. 181.

G. R. JOHNSON,  
G. D. DEWEY,  
E. K. CLEVELAND,  
Committee.

Chillicothe, Ohio.

**Garrison.**—W. A. Garrison was killed while making a running switch on the line of the B., C. R. & N. Railway. Brother Garrison was thirty-five years old, we had known him for the past ten years. He was a worthy member of Southern Tier Division, No. 10, at Waverly, and, if we remember rightly, one of its charter members. His remains were sent to Waverly, N. Y., by Valley City Division, No. 58, in charge of Brothers Watson and Hogan, who speak in the highest terms of their treatment by Brothers of the Order both enroute and at Waverly. Brother Garrison leaves a wife and family to mourn his untimely death. He was insured in the A. O. U. W. for \$2,000.

Loving friends weep not for me,  
I long to be at rest,  
How happy, happy shall I be,  
When pillowed on my Savior's breast.

Oh the hope, the hope is sweet,  
That we soon in heaven shall meet,  
Then we all shabby be,  
Rest from pain and sorrow free.

**Osgood.**—In Denver, June, 1887, C. V. Osgood, infant son of our esteemed Brother, Charles V. Osgood, of the Denver, Texas & Gulf Railway. Brother Osgood and wife will please accept the condolence of their friends which are numberless.

**Little.**—Bro. J. W. Little, a worthy member of Memphis Division, No. 115, died at Bowling Green, Ky., June 8, 1878. At a regular meeting held June 10, the Division adopted appropriate resolutions, and ordered the charter draped in mourning.

Yours in P. F.

Memphis, Tenn., July 3, 1887.

B. S. GOODWIN.

**Crawford.**—At a regular meeting of Monon Division, No. 89, O. R. C., held in their hall at Louisville, Ky., Sunday, August 14, 1887, the following resolutions on the death of our Brother, S. A. Crawford, who died at Cave City, Ky., on Wednesday, August 10, 1887, from injuries received while in the discharge of his duties, were unanimously adopted:

**WHEREAS:** It has pleased God to remove from among us our Brother, S. A. Crawford; it is

*Resolved,* That while submitting with human patience to the will which has deprived us of his presence in a way we can not question, we deeply feel the absence of one who has been so long among us, and by his many nobler qualities had become dear to us.

*Resolved,* That in his sudden departure we recognize the slight thread that binds us to earthly things, and that the dangers of our calling should make us more firmly united by those ties of friendship which binds us together.

*Resolved,* That our hopes extend beyond this life for his happiness, in a firm belief that there exists a better state in the long eternity toward which we are progressing.

*Resolved,* That to his bereaved wife our sincere sympathy extends, more especially in consideration of the sudden manner of his removal.

*Resolved,* That to his immediate associates with whom his daily duties brought him in closer connection, we turn in sympathy in the loss they have sustained.

*Resolved,* That a copy of these resolutions be sent to the wife of our Brother, and that a copy of the same be sent our MONTHLY for publication.

R. W. LAWTON,  
A. S. RAY,  
C. E. TURNER,  
Committee.

**Little Freddie.**—Two-year-old son of Brother M. J. Jennell, who, after a short illness, was called to that home on high where the Grand Chief Conductor rules supreme. They have the sympathy of the whole community, and at regular meeting Stonewall Jackson Division, No. 210, June 10, 1887, the following resolutions were adopted:

**WHEREAS:** It has pleased the Grand Chief Conductor of the Universe to remove from the happy home circle of Brother Jennell and wife by death little Freddie to his home on high, causing pain and sorrow to the happy home circle. And

**WHEREAS:** As we bow submissively to his will, we feel that in this affliction our Brother has sustained a heavy loss. Therefore, be it

*Resolved,* That the heartfelt sympathy of this Division be extended to Brother Jennell and wife. And therefore, be it

*Resolved,* That a copy of these resolutions be presented to the family, and also printed in the CONDUCTOR'S MONTHLY and *Pulaski News*

C. W. LUCAS,  
J. H. CARVER,  
J. L. JONES,  
Committee.

Radford, June 10, 1887.



# THE RAILWAY CONDUCTORS'

## MONTHLY.

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Volume IV. CEDAR RAPIDS, IA., NOVEMBER 1, 1887. No. 11.

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WILLIAM COGSWELL CROSS.

*WILLIAM COGSWELL CROSS.*

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William Cogswell Cross was born in Georgetown, Mass., Dec. 27, 1848. His parents moved to Dover, N. H., while he was quite young. After receiving a high school education, was engaged as clerk in a dry goods house until 1869, when he took the western fever and started for Chicago. Reaching Detroit, he switched off and went to East Saginaw, Mich., where he entered the employ of the Flint & Piere Marquette Ry., where he received his early education in railway service under the efficient management of Geo. C. Kimball, superintendent, who took an interest to see him properly started in life. He served this company in the different capacities of brakeman, baggageman, conductor, and clerk in the superintendent's office; also had charge of the affairs of the company at the front when this line was being pushed toward Lake Michigan. He resigned his position there in 1876; came to Burlington, Iowa, in 1877, and entered the service of the C., B. & Q. as brakeman. Was promoted to conductor in 1878, running freight and construction trains until August, 1881, when he entered the trainmaster's office at Burlington, Iowa, assistant to Bro. J. W. Working, trainmaster, which position he now holds.

Bro. Cross was initiated and promoted in Star Division No. 31, O. R. C., Burlington, Iowa, August 7, 1882. Was elected to the office of Junior Conductor the same year, and has presided as Chief Conductor of this division for the past three years and a half.

He has been the delegate of Division 31 to the Grand Division for the past three sessions, and at the last session at New Orleans was elected a member of the Executive Committee.

Bro. Cross is an able and efficient legislator and a man of conservative views on all important matters relating to the welfare of the Order. He is noted as having an opinion on all questions and no hesitancy in expressing it when the occasion requires. He has the faculty of commanding the attention of his hearers, and is second to none in influence in the Order, and from his position as member of the Executive Committee, he views all the work carefully, and has added much to the efficiency of the work of the Order since his election, and none are more thoroughly respected than Bro. W. C. Cross.

Bro. Cross was married on Nov. 12, 1873, to Miss Maggie Landes, at East Saginaw, Mich. Mrs. Cross has accompanied Bro. Cross to the last four sessions of the Grand Division.

*JOB'S LUCK.*

I tell the tale "as 'twas told to me" by a man who had participated in its incidents:

Human beings are all more or less fond of controlling the lower animals. The process called "taming" they particularly delight in. The farther the animal is removed from domesticity, the greater the pleasure in subduing it. Not often, however, does a man choose an alligator for a companion, as did a journalist in New Orleans several years ago.

This man was an unusual sort of person with streaks of something like genius in his composition. A natural musician, he could wring melody out of any instrument, from a jewsharp to a violin, and carved wood with a skill and taste that would have made him fame and fortune if he had been ambitious, which he was not. Besides, he was really learned, though cynical, satirical and tired of people.

He lived alone in two oddly furnished little rooms on the ground floor of one of the old houses in the oldest part of the city, his only intimate associate being a saucy parrot and the alligator which is the hero of this story. A latticed gate opened on a little porch entirely his own. There on pleasant afternoons Burgess Tyler sat smoking his pipe with his parrot on his shoulder and the alligator hanging limp and apparently lifeless over his knees, his hand resting on its hideous rough back caressingly.

As Mr. Tyler was as ungenial and taciturn with most persons as was his alligator, I regarded his pretended affection for that unhandsome pet as one of his original ways of expressing contempt for human beings. Later on I discovered a still more curious reason for his preference.

He had brought the creature home with him when he returned from one of his frequent fishing expeditions to the gulf when it was a mere baby—a dingy, unsightly little reptile, mostly mouth, and with no pleasing ways whatever. With his own hands he built a house for it in his front yard—a long walled canal, with a heap of sand and rocks at end, so arranged that the beloved reptile could go from the canal to dry land at its own sweet will. Around this curious place he planted broad leaved water plants and mosses, until it looked like a patch of the dismal swamp.

Here the alligator began his domesticated existence; and if ever an amphibious beast had every advantage in the way of civilization this one had. Its training was a work into which his owner seemed to put his soul.

To the disinterested observer this representative of the saurian

family made no progress worth mentioning, save in the direction of innocuousness, though its infatuated master frequently asserted that "Job," as he called the creature, had "no end of sense"—in fact, "had a head on him that would excite the envy of a Bismarck."

So far as an outsider could judge, Job's intellectual achievements did not go beyond mere inoffensiveness. He hung over his owner's knee, stretched himself out on the rush doormat and made himself at home in his rooms, without displaying any viciousness of temper or injudicious selection of food. And Job grew! Oh, how he did grow. He got so large that when his adorer took him out with him, slung over his shoulder, his tail almost dragged on the ground.

A curious sight was this pair perambulating the streets of the quaint old city, and many an astonished stranger turned to look after them.

One evening I passed Mr. Tyler's house and saw him and his two friends in close communion, as usual. Desdemona, the parrot, was in a swinging hoop in front of him, taking lessons in Shakespearian texts which he repeated over and over again, the book from which he taught lying on his lap. The alligator was lying over his feet, an innocent spectator of Desdemona's elocutionary skill.

"Mr. Tyler, what are you going to do with Job?" I asked. "You can't possibly intend to harbor that monster all your life?"

"Do with Job?—deep old Job?" said he in an injured tone, reaching down to pat the horny back of his amphibious pet. "You neither appreciate nor understand Job; but I haven't raised and educated him for nothing. Besides being the most devoted friend in the world, he is the wisest. I'll tell you one thing I'm going to do with him," dropping his voice to a confidential and confident key, "I intend he shall make my fortune, and that pretty soon."

Naturally I looked incredulous.

"In what profession?" I inquired, with mock seriousness. "You know, brother Tyler, I have heard you brag a good deal about Job's accomplishments; but as I have never seen him do anything more remarkable than sleep on your feet or hang down your back like a wet blanket, you must pardon me for doubting that he is a genius."

"You don't know him, that's all," continued the infatuated man. "If you did you would believe in him. I have marked out a career for Job. Haven't I, old fellow?" Here he administered a flattering and affectionate pat on the beast's scaly hide, the only response from the amphibious genius being a sly and rather knowing look out of his queer little eyes, which immediately closed again as though there was abso-

lutely nothing in the world worth looking at. Undoubtedly the alligator and his friend understood each other, and the parrot sanctioned the understanding. She swung softly to and fro overhead, winking in the most significant way, and occasionally repeating in jerky syllables this scriptural text: "How long will ye vex my soul and break me in pieces with words?"

"Heretofore," continued the happy owner of the two talented pets, "Job has led a thoughtful and meditative, rather than active life; but the time has arrived for him to take his place in the world—the place that his genius entitles him to. He joins the madning crowd—begins business to-morrow. His sensitive soul shrinks from contact with vulgar human beings; but he has great strength of character. He will not be spoiled by it. If it were possible," he added with a sigh that was actually seriously intended, "I would spare him this ordeal—permit him to continue the studious life best suited to his tastes—but I cannot maintain him in opulence. Besides, he has been educated for a career, and must, like the rest of us, shoulder the responsibilities of life. Desdemona must keep within her sphere. She is the only lady in our family, and Job and I will try and provide for her."

"What business is Job to engage in?" I inquired.

"The lottery business, thank you. He will choose the tickets which draw. I will buy them, and, 'presto! change,' we are rich. We will sleep on pillows stuffed with eagles' feathers, dine off silver dollars, and paper our walls with greenbacks." Then my eccentric friend proceeded to explain the method by which the alligator's mind had been developed for this peculiar work. Every day for weeks and months, he assured me, bits of pasteboard containing numbers had been spread before the gifted reptile, and he had made his choice, and never once had he indicated one that did not carry with it a prize, the system in the make-believe lottery being the same as in the genuine. What instinct guided him in choosing Mr. Tyler didn't pretend to know; but that he was gifted with superhuman foresight in the matter of lottery tickets he firmly believed.

Job's experiences on the day he began business in the realistic world were interesting, as I afterward learned. In fine spirits his owner set out with him early in the forenoon. He carried the scaly genius in his arms like a baby, his head lying on his master's shoulder, his eyes shut, his body limp and heavy, his tail hanging straight down like a stick, and upon his unhandsome face an expression of profound melancholy.

They made straight for the most popular ticket shops. At the first

one they entered the youth, who sold tickets was quite taken off his feet when he was asked to spread the tickets on the counter in a solid sheet that the alligator might look them over and take his pick. He complied with the unusual request, and then stood off at a slight distance and watched the proceedings with great interest. Job's whole length was stretched upon the counter, while Mr. Tyler stood by and pointed at each ticket in turn expecting the alligator to make some commendatory motion when he touched a prize ticket. This had been the method of operation pursued at home, and Mr. Tyler confidently built upon his beloved reptile sustaining the reputation for sagacity which he had given him. But Job was in anything but an obliging mood. His small eyes burned like coals, and though he evidently saw every card and every movement of his owner's finger he couldn't be induced to so much as wiggle his tail. He wouldn't even wink. Not the slightest expression of approbation could be wrung from him. He was inexorably motionless. His chagrined owner went over the tickets again and again, hoping to win some sign from his brilliant *protege* but in vain.

At last, somewhat less confident but still hopeful, he shouldered Job and started for another shop. There the same mortifying experience was his. The alligator either could not or would not make a selection. Nothing could induce him to move so much as a wrinkle. His fond master was loyal and loving through it all, though his disappointment was deep and bitter.

"This is Job's first day as a speculator, and it is no wonder he is timid and unnatural. When he gets used to being among people he will be himself again. He is of a reflective disposition, and not at all genial at first," said poor Tyler, apologetically, as he shouldered his friend at the second shop and passed out.

Over and over again the same disheartening programme was enacted, until at last even the hopeful Tyler became dispirited, and started home with the recreant Job on his back. He was very tired, very much discouraged, the way was long and the alligator very heavy. As he was passing through a dirty street in the outskirts of the city, he began to look around for some place to rest. Every shop looked very dingy and dirty, and this, together with his depression of mind, quite took the courage out of him.

Suddenly his eyes lighted up with interest. In the window of a dreary old shop, where everything, from old clothes to antique jewels, was on sale, he saw lottery tickets. The temptation to give Job one more trial was too strong to be resisted. His courage revived at the thought of it. His faith in the alligator's clairvoyance was so fixed and

had been of such long duration that one day of defeat was not enough to extinguish it. He went in, ordered the tickets spread out, and very tenderly placed his pet on the counter overlooking the field, and began to point at each ticket in turn, with a face absolutely painful in the anxiety it revealed.

All at once Job seemed to wake up. He opened and shut his eyes several times in succession, moved his head from side to side and wiggled his cumbrous tail. His master was in a fever of excitement immediately. Could it be possible that Job's uneasiness had any significance? Did he really approve of a certain number? It looked as though he did, since he relapsed into a state of immobility, bordering on petrification, whenever Mr. Tyler lifted his finger from one particular ticket, and whenever that ticket was touched he fairly flounced himself off the counter. The ticket was purchased, and the curious but compatible couple started home, the man's face as radiant as a star, and the alligator's as settled as a cemetery.

It is very curious how rested and refreshed the body will feel after a depression on the mind has been dissipated. Mr. Tyler walked home on air. Job didn't seem to weigh more than a doll. And how garrulous the man was. He talked to Job exactly as though the creature was a conversationist of great brilliance and deep sympathies. He had always affected to believe that the alligator was the superior of the majority of human beings in sense and shrewdness, and now he considered his opinion confirmed and wanted Job to know that he appreciated him. Again and again his mind reverted to the ticket in his pocket, and his imagination unfolded the pleasures and comforts to which it would open the doors. All this was told to Job.

When they reached home it was nearly dark, and the parrot sitting on a rocking chair within the latticed gate, yelled out. "It's a hard world, me masters!"

I met Mr. Tyler several times before the drawing took place, and, though he wasn't garrulous on the subject of his prospective luck, his mind was made up. He was quite certain he would draw, and was merely living through the interval before he made any change in his business or surroundings. It was really funny to see his calm belief in Job's luck. Everybody laughed at him on the sly, believing it was all one of his broad burlesques of humanity, which he always pretended to despise. He was a Dean Swift in his contempt for people, except that instead of setting up horses as the superiors of men, he pinned his faith to alligators. As he wasn't the sort of man any one dared ridicule to

his face, his friends heard his rhapsodies on Job with a polite affectation of seriousness.

Two days after the drawing I stopped to see my eccentric friend. The parrot was on the doorstep, and when she saw me she screamed out, "How now? Good Cassio, what's the news with you?" and as I walked by her she sidled up to me with an attitude intended for tragic, and screeched, "Thou art a villain! Thou art a villain!" The alligator was promenading on the porch, and Mr. Tyler was inside packing a fiddle, some books and his modest wardrobe in a long and aged-looking trunk. I sat down. Desdemona came to the door and, without reproof from the head of the house, looked at me with fury in her eyes and yelled again and again, "Thou art a villain! Thou art a villain!"

The delighted man was going away. Job's ticket had actually drawn *ten thousand dollars*. He showed me the newspaper report and his certificate of deposit at the bank. I was overcome with surprise. There seemed something uncanny about it all. I got up feeling that I was moving among unreal objects, and went out on the porch to take another look at the gifted beast that had brought this magic transition about. He was moving over the floor at a most dignified pace, the last creature under the sun one would expect to be able to read the future of a lottery ticket or anything else.

I could not express my astonishment to Mr. Tyler—I simply looked it. He, however, acted as though nothing unusual had occurred. It was simply what he had expected.

He was going to Cuba for a year of rest. Job and Desdemona were to accompany him, of course. He made some remark about the climate there being better for Job's health. We were chatting away comfortably when the parrot stalked into the room, and standing squarely in front of me, put the embarrassing interrogatory, "How will ye vex my soul, and break me in pieces with words?" at which my friend laughed till he almost cried. Then the diabolical bird mounted his shoulder, and putting her head to his ear caressingly, left the scriptures for Shakespeare and muttered, "It's a hard world, me masters!" Then it walked out and rode the alligator up and down the porch for a vast half-hour.

The next time I passed the place the green latticed door was locked, the shutters closed and the house empty. Job's palace in the yard looked as desolate as the ruins of Persæpolis.

Six years later I met Mr. Tyler by accident in an Indiana country town. He was the editor of the only newspaper in the place, a "fearless and outspoken journal," of course. As I saw about him none of the



signs of wealth, and in his conversation more cynicism than of old was noticeable, I ventured to ask if the winds on the financial seas had been favorable. Naturally I mentioned Job and Desdemona in this inquiry.

"They are both dead, bless their bones," said the cynic, "and that is my only grief. The money didn't stick. It never does, I believe, when it comes that way. "It's a kind of legalized robbery, you know. Well, I don't care for the loss of it. It slipped away by various routes, particularly after Job's death. It's curious, but while he lived I had the best of luck. After he left me it rained disaster."

"How did your pets die?" I asked.

"Desdemona sickened and died the second year we were in Cuba. She moped about several days, and died one evening while I was playing the violin. Job had a more tragic fate. An old wall fell upon him while he was sleeping in the shade one day. I have been alone ever since, for you know I don't care much for my own species." Here the cynic's eyes seemed for a moment to see something far in the past—something remembered with tenderness—then he suddenly began to talk of his experiences as a rural editor in Hoosierdom, and we spoke of Job no more.

GERTRUDE GARRISON.

*New York, May 7.*

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### RAILWAY CONDUCTORS PICNIC.

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Yesterday the Memphis Division No. 175 of the Order of Railway Conductors held their first annual picnic at Lakeview, on the Louisville, New Orleans & Texas Railway. The train left at 9:15, loaded with a large company of ladies and gentlemen. The programme was opened by an address by Mr. James Phelan, who had been requested to give a sketch of the growth, objects and motives of the Order. He was followed by Mr. J. W. Bates, who began by saying he had been a preacher for about thirty years and a conductor for seventeen. When Col. F. M. White asked him to take a position on the road he was amazed. But when he was told that he was to be a conductor he couldn't grasp this. "Why, Colonel White," he said, "I can't swear or get drunk or steal." He thought these were the requisites for a conductor. But this was one of the old myths that have been giving way to a better appreciation of the fact that railroad men could be and are as earnest and God fearing as any other class of citizens. Mr. Bates closed his remarks with a stirring and moving prayer.

Among the anecdotes called forth by the railroad parson's address,

who is a great favorite with all the knights of the bell and cord, was one that showed he had some of old Peter Cartwright's spirit in him. On one occasion some ruffian had insulted him under peculiarly aggravating circumstances, evidently relying upon his clerical character to escape punishment. Two accounts are given of the old man's words. One is that he threw his coat and vest down, remarking, "Lie there, religion, while I knock h—ll out of this man." This, however, is said to be an apochryphal variation by the irrepressible Capt. Bob Leach. What he really said was, "Lie there, religion, while I settle with this man." It is needless to say that he settled with him.

After the speaking, dancing was begun, which, in turn, was interrupted by an elaborate basket dinner.

The dinner was one of the most superb ever gotten up. The long table was set under the big shady trees and loaded down with delicious food. They had the finest of fat pigs and tender lambs barbecued over the bare burning coals. The nicest parts of fine young beeves and venison which had just been killed in the forest near at hand. There was also on the table young fowls brought down only a few hours before hand by the sportsman's gun. Fish newly caught, and everything else under the sun that was good to eat. When the dinner had been concluded, Hon. James M. Greer, who enjoys a well-deserved reputation as an after-dinner speaker, addressed the audience. His remarks were as usual, much to the point, and his discourse was withal spicy and entertaining. There had been a string band upon the grounds all this time, and to its melodious strains of music the young folks were dancing. There were regular programmes issued and the dances were continued during the whole day. Never was a picnic more enjoyed than this one. It was the unanimous verdict that the railroad conductors are splendid hosts. The crowd that left Memphis numbered about five hundred, and while most of them were from this city, there were a good many from Paducah, Ky., and a few from each one of the West Tennessee towns around Memphis. This being the first picnic given by the conductors, there were not so many of the O. R. C. present as was desired. Only about fifteen members could get off, while there are about 150 of the Memphis division who come here regularly. The main object of the event was realized fully, however, as it was the means of bringing the families of the conductors together and allowing them to become acquainted. Mr. Gus Montano, the owner of the grounds and hotel at Lakeview, was very kind to the O. R. C. in extending the courtesies of the place to them free of charge.

*THE FIRST GUN IN THE RIGHT DIRECTION.*

Mr. Dean introduced a wise bill in the Georgia Senate, yesterday, a bill that is calculated to do a great deal of good, and in a great measure to lessen the probabilities of accidents on railroads, as experience has shown that a large number of accidents that happen are due either directly or indirectly to over-worked men in charge of trains. The engineer who falls asleep at his post does so because the company requires him to labor beyond the power of ordinary endurance.

The bill of Mr. Dean prohibits any railroad official from sending out trains in charge of men who have not had at least six hours rest before going out, and it also prescribes pains and penalties for the over-working of employes or agents, and it is likely the bill will pass without opposition, as there is considerable and favorable comment upon the bill.

In order to fully substantiate the necessity of the above law, I wish to relate one of the most miraculous escapes from instant death ever made by any over-worked crew. Although many years have been wafted by on the wings of time, yet the memory of this circumstance is still left fresh in the mind of your humble subscriber, as he was one of the fortunate crew. I will go back to the year 1866. I was running freight between Chattanooga and Nashville, Tenn., on the N. C. & St. L. R. R.,—was then the N. & C. R. R. Business being very heavy, all crews were taxed to their utmost capacity, as my story will prove—a great deal more than should have been required of us. Well, now to my story. I had made several trips without the rest I should have had. Arriving in Chattanooga worn out, I soon received orders to get ready to leave on first section for Nashville, followed closely by the second section. We all baffled with nature's demands very well until we had gone fifty miles, when I found myself almost asleep on my feet, and so expressed myself to my caboose brakeman, who insisted on my taking a nap for the next ten miles, which would bring us to the base of Cumberland Mountain, where we would find the pusher to assist us over. Well, I willingly agreed to his proposition, after giving him great caution to be careful and keep a sharp look-out. So I went into my room, which was in the rear end of the cab, and had scarcely fell upon my bunk before I was in a sound, deep sleep, all unconscious of the dangers that were hovering over me. All upon a sudden I was wide awake. I found my cab standing still and all as quiet as a graveyard at midnight—this being about that hour. My first impulse was to see where we were. I looked back to see if the second section was in sight, and to my relief

I saw the headlight standing about one hundred yards of my cab, just on a curve, my train having just reached the straight line. Seeing the second section still, seemingly dead, I climbed upon top of my cab, where I found my trusty and reliable caboose brakeman all unconscious in a deep sleep. Having aroused him, he made this explanation: Just back around the curve is a straight line of about three miles. While passing over this beautiful stretch he was sitting on his box looking at the headlight of the following section, with no thought of sleep, when suddenly his worn-out physical strength failed, and before he had time to arouse himself he was unconscious in the arms of slumber. I now set out for the front to see what was the cause of our stopping between stations. On approaching the middle brakeman I found him in the same condition as the caboose brakeman and likewise the front brakeman; and I found the train had parted, one car only remaining with the engine. This was about two miles from the sidetrack where the pusher was waiting to help us over the mountain. When the train parted both my engineer and fireman were in a sound sleep, and in passing the push engine fortunately it was blowing off and by this means they were both aroused from their sleep. After stopping the engineer of the pusher made inquiry of them as to where their train was, and as a matter of course they could only say it was somewhere in the rear. When I got to the front I saw them coming back with the fireman on the one car looking for us. Now comes the strange and miraculous part of my story, and the part I was very anxious to know—what stopped the second section? Well, don't doubt nor wonder, for I have to this day living witnesses who will vouch as to the facts. The whole of the second crew, from stem to stern, was all in alike condition as ourselves—sound asleep; and the good and generous old engine run out of power and came to a standstill in one hundred yards of my cab without the aid of any human being. Had her steam not given out just where it did, I would have been numbered with the silent crew. This is one of the many Providential escapes that I often refer to when I find myself surrounded by old Knights of the Rail when we love to refer to the many hairbreadths escapes. This circumstance will show the cruelty and folly of overworking men where so much life and property is at stake. I learned this valuable lesson, and I advise all brothers to take my advice, after reading the above: When you are overworked, so that you cannot remain wide awake, take the sidetrack. It is better to do so than to run the risk I did.

Yours in P. F.,

J. H. LATIMER,

*Chief Conductor Division 180.*

*Southeastern Passenger Agent N. C. & St. L. Ry*

## NATURAL PHILOSOPHY.

When things run smoothly, and my mental sky  
Is clear of clouds and there's no cause for sighs.  
That is, when all is lovely and serene,  
Then I philosophize.

But when the little ills of life appear,  
To pester, worry, and pile care on care;  
When mere existence is sand-papered as it were,  
Why, then I swear.

When on the right side is my bank account,  
And great good luck my efforts seems to crown,  
Then upward towards the sky my spirits mount:  
I own the town.

But when misfortunes never seem to let  
Up on me, and each move appears a blunder,  
And life seems one "diminution grind," I get  
As mad as thunder.

'Tis so with most; we all can smile at strife,  
At cares and trials from which we are free;  
And calmly reason o'er the ills of life  
We never see.

But when the clouds obscure our daily skies,  
And evils from Pandora's box fly thick,  
Instead of stopping to philosophize,  
We mostly kick.

## CHASMS.

In wandering through different lands,  
Where nature, so oft, towering stands,  
In goodly hills or mountain height  
We view their grandeur with delight.  
Should we in our journey meet  
A mighty chasm at our feet,  
We, fearfully, shrink from the view,  
Yet nature made the chasm too.  
As we scan the dark abyss,  
Standing on its precipice,  
We turn to mountain peak,  
And mystified, our thoughts we speak,  
"Wondrous nature, in its changes  
Near mighty chasms, makes mountain ranges,"  
We do not say, "Can this be so?"  
Or how it is, we can not know.  
Yet as social life moves on  
It meets the same phenomenon.  
Human nature, so to speak,  
Presents abyss and lofty peak,  
We lift our eyes, one man to greet,  
While others are prone at our feet.

Two maidens, sisters, often, too,  
When life dawns upon their view,  
The, seeming, same plane occupy  
From which their life's path they try.

From common points do they emerge  
 Into the world, their lines diverge.  
 Joy, for one, upon life's ocean,  
 The other, sorrow is her portion.  
 One stands on the mountain height,  
 A chasm dims the other's sight.  
 Alas! too oft, the bitter scene  
 For them, the chasm is between.  
 Still mystified, we wish to know  
 How social natures thus do grow?  
 Where the cause exists, concealed,  
 That such different portions yield?"

Again, two boys, studying, playing,  
 Comrades faithful, no gainsaying;  
 Firm ground under, clear skies o'er them,  
 Health within, Life all before them.  
 Looking at them, as they start,  
 Who would dream how far they'll part?  
 Each one, filled with great resolves,  
 Pursues his way, while time revolves,  
 Engaging warmly in life's race,  
 One gets his feet beyond mountain base.  
 The other, although 'gainst his will,  
 Seems always to be standing still.  
 Almost, from the very start,  
 Imperceptibly, they part;  
 A nameless something comes between,  
 What, at first, cannot be seen;  
 A little valley, a murmuring rill,  
 Until mountain follows hill:  
 The unsuccessful, with a spasm,  
 Sets between a mighty chasm.  
 And when he meets his boyhood friend,  
 He looks not for him to extend  
 A warm-hand clasp to the defeated,  
 With, but a nod, at most, he's greeted.  
 Here, too, is seen another phase,  
 Wherein success will barriers raise;  
 Though mystified with life's contrast,  
 While time rolls on will chasms last.

S. E. F.

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"I was passing the corner of Seventh and Main streets" said a gentleman to a Louisville reporter, "there was quite a croud there. A lady with a bright red head of hair came along. One young man gazed at her hair rather more intently than was polite. She looked at him and said, sarcastically: "you need not look for the white horse; yonder it is across the street." The young man was so staggered by her snub that he walked away, without glancing at the horse, which was really there, as the lady had said.

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"I am afraid your dress will never please the men," said a gentleman to his fashionable daughter. "Why papa," she replied, "I don't dress to please the men, but to worry other women!"

## LADIES' LITERATURE.

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### *HOW GIRLS MEND STOCKINGS.*

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In a group of girls the other day, says a sea shore letter, some information in the stocking-mending line was astonishing. The conversation turned upon the really disgraceful way in which the fingers of silk gloves and toes of silk stockings wear out nowadays. These were three young ladies away from home without maids. They were asked how they managed. Miss No. 1 for answer pulled off her slipper and showed her advanced views of darning. There had been a good-sized round hole. She had taken a needle and thread, run around the place, gathered it up, and fastened it in the middle, making the most ridiculous lot of radiating puckers, rather worse to wear than the hole. Bad as this was, she dared No. 2 to show her method. No. 2 held back, but finally yielded, and behold! on the heel of this young lady's stocking was a hole neatly stopped with a postage stamp.

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### *TIGHT LACING.*

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Here are some thoughts on lacing, advanced by a *New York Times* correspondent: "Every woman will, of course, deny that she laces. A very eminent lady specialist of New York said a few weeks since that you could not lay the weight of your finger on an exposed vein without limiting its natural flow of blood. She also said that she had not had a female patient for many months who had drawn a full breath for a year. The doctors and druggists say that a perfectly sound girl of 20 is uncommon in society. Those flat chests were simply the natural result of a generation or so of dressing and living on the fashionable American plan."

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"Hubby, dear, I always feel so apprehensive when you go out shooting." But, my dear girl, what harm can betide me?" "Not you, but the poor keepers!"

*MAKING ACQUAINTANCES.*

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It is generally admitted that what would be regarded as impropriety in one station of life is regarded in an entirely innocent light a few steps lower in the social scale. For instance, the making of promiscuous acquaintances between the sexes is vehemently tabooed by the laws of society, and a man who presumed to address a woman to whom he had not been presented, even in a mutual friend's drawing room, would run a good chance of being sternly snubbed.

The other side of the question is thus discussed by a man who signs himself "Socialist" in an English journal. He says:

"There is nothing which tens—hundreds—of thousands of girls more desire than to be addressed by unknown men in the streets of London. At work all day, and with no parties in the evening, they have no chance of those introductions to the other sex which, for young women as well as for young men, naturally and rightly chiefly make life worth living. The streets are their drawing room, and to secure a "young man," or add to their "young men," tens. hundreds of thousands only too gladly dispense with formal introductions, and require only a certain respectfulness in self-introduction. One of the required forms of respectfulness is a certain hesitation in addressing, and a following, therefore, of the girl for some considerable distance, showing oneself at the same time to the best advantage before venturing to address her. This, to the uninitiated outsider, appears "persecution." And in such a case the other day a "woman's rights" acquaintance of mine, full of holy rage came to the "rescue" of the "victim." Speechless was her astonishment when the "victim" rounded upon her in very strong language for her officious interference with other people's affairs. No less for shopmen than for shopgirls, and generally no less for wage-earning men than for wage-earning girls our people hold their evening parties in the streets. The girls who really feel insulted by strangers addressing them in the street are in general only ladies, and the "insult" oftenest consists, not so much in what is said, as in being taken to belong to that lower class of girls who welcome such self-introduction."

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Gingseng—Congratulate me, father; I'm going to be married. Gingseng's Father—Ah, but do you think the lady will be able to support you in the style to which you have been accustomed.



# FRATERNAL.

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All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY Cedar Rapids, Iowa, plainly written on one side of sheet only, and they should reach the office no later than the 15th of the month previous to that on which they are expected to appear. *Name of author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions.

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C. S. WHEATON *Editor.*

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NORTHUMBERLAND, PA., Sept. 30, 1887.

EDITOR MONTHLY:—Although the present correspondent of Division 187 was the severest critic his predecessor had, we have not seen a word from his (the critic's) pen in the MONTHLY since he was elected. Now, we do not wish to be forgotten, and therefore, in compliance with a request of some of the members, will give you a brief account of a union meeting held in Sunbury on Sunday last, September 25.

Divisions Nos. 12, 23, 32, and 143 were represented. Bro. Chas. W. Everts, D. G. C. C., of District No. 6, was pleased to honor the meeting with his presence and occupied the chair.

We had been promised and fully expected a delegation of 25 or 30 brethren from Dauphin Division No. 143, but when the delegation arrived it consisted of our genial and worthy brother, Chas. C. Duncan, who was welcome none the less for being alone. Nevertheless, we were a little bit disappointed in not meeting more of our Harrisburg brethren.

The division being properly opened, a letter from Division 23 to Division 187, requesting the latter body to initiate a candidate who had been regularly elected in Division 23, was read.

The request was granted and Mr. John Kepner was introduced and received the first degree in the Order. After the initiation, while in the midst of our deliberations, an alarm was heard at the outer door. The alarm being attended to, it was learned that a number of the wives of members of Division 187 desired to be admitted to the division room. Business was immediately suspended and the ladies admitted. The object of the visit was then made known by Bro. George O. Sarvis, who, in a neat and highly creditable address, on behalf of the ladies, presented Division 187 with a bookcase for the secretary's desk, and a pair of beautiful white silken altar flags, the latter being the handiwork of the welcome visitors.

These useful gifts were accepted with general expressions of heartfelt thanks on the part of the members.

In the evening a reception was held in the division room, to which all conductors running into Sunbury were invited, their ladies being included in

the invitation. We were not *honored*, however, with the presence of any but members of the Order and their ladies.

The main object of the reception, which was to have a friendly talk with outside conductors, was thus defeated. The evening was passed very pleasantly in friendly conversation, interspersed with sacred music.

Just before separating for the night we were favored with a pleasing and appropriate address by Mrs. Griswold, the estimable and accomplished wife of Bro. O. L. Griswold, who takes the tickets on the Shaniokin Div. of the N. C. R. W. Mrs. Griswold expressed the sympathy and good feelings cherished by our lady visitors for the Order. Her kind remarks were received with gratitude and applause.

That the ladies may frequently visit us in the future and continue their friendly interest in our Order is the earnest wish of all. L.

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ST. ALBANS, Sept. 24, 1887.

DEAR MONTHLY:—By chance I just saw copy of the Brotherhood of R. R. Brakemen's official organ for June, 1887, and it never occurred to me before what a poor, despised thing you are. This piece of piety says you are always meddling with other people's business, and applaud the acts of tyrannical bosses and hold yourself and everybody connected with you up to the scorn of every honest working man. One would judge from information found in this same article that the Order of Railway Conductors was about done for. It says it is to be hoped that the New Orleans convention will inaugurate some needed reforms and give it (the Order) a new lease of life. It also says you are a liar. How is that? Are you a liar, or not? (I think not.) Will the gentleman who wrote this trash please inform me who are the *best* friends of the brakemen of these United States? Whom do they go to first in time of trouble? Whom do they ask to help them out? Who is always willing to help them? (when they are willing to help themselves.) Who recommends them for promotion? Whom does a superintendent ask for information concerning a brakeman's character and ability? Who nine times out of ten makes a good report? Who *always* stands and fights for them? I will answer these questions truthfully: "The Conductor!" He is the man they talk to in confidence. He is the man they look to for example and advice. He is the man they tell their troubles and expectations to. He is the man who has the chance to recommend them, and who will do so at every opportunity (when they are deserving.) Do you for a moment suppose the conductor cares whether his brakeman belongs to the Brotherhood or not? Or whether he (the conductor) belongs to the O. of R. C. or not? No, sir. If the brakeman is deserving he will get his recommend, no matter what he belongs to. And on this recommendation nine out of every ten so recommended, are promoted. After he is promoted, who helps him along on his upward journey? The conductor, of course. With these facts in view, I cannot see why or how the brakeman can afford to quarrel with his *best* friends. I know what I am talking about. I am no skim milk conductor. I put in nine years braking, and might have put in nine more if the conductor had not helped me. I had no friends to push me through. I had to work for it. I had to make friends, and I did make friends and they were conductors. And I thank fortune for such friends, and I have tried since I was promoted to a conductor to help many a poor, hard-working brakeman, and I hope my humble efforts have done something towards helping him upward. I tell you, boys, stick to your conductors whether they belong to the Order of Railway

Conductors or not. They are your *best* friends, all reports to the contrary notwithstanding. I presume there are exceptions, but they are few and far between. Now then, boys, should the time ever come when you are eligible to join the Order of Railway Conductors, do so if possible; it will teach you how to live and do, without the aid of strikes, and it will teach you that what you read in June number of your Monthly is all rot and wrote for affect. And after you are a member of the O. of R. C. in good standing you will see I am in the right. A few words more and I am done. I am sure the writer of the article referred to must think the members of the O. of R. C. all fools or knaves, for he says we are all under a despot and advises us to side track him as well as Mr. Daniels. Thank you for your good advice, but in our business first-class trains do not side track, but hold the main line ready to heave ahead as soon as the second-class trains clear. This we are doing and fast gaining ground under the rule of this despot with his narrow views and his dishonor. I supposed I knew Bros. Wheaton and Daniels, but I see I do not. This blower, whoever he is, has enlightened me considerably. I am so glad to find out how bad off we are. I am sure if Bro. Wheaton displeases the editor in-chief of the B. of R. B.'s journal, we will fire him (Wheaton) out, for it will not do for us to incur the displeasure of such a gentleman. I might write much more but do not care to this time, so I will bid you good bye dear friend, and look out for No. 1.

Yours in P. F.

N. E. D.

JACKSON, MICH., Sept. 13, 1887.

EDITOR MONTHLY:—Dear Sir and Brother: Several of the brothers of Div. 182 and their wives, attended the picnic given by Div. No. 6 at Cognac Lake, Sept. 15th, and in saying that we were royally entertained while in Battle Creek, I but voice the opinion of those who attended from Div. 182. The air was cool and braceing—just the day for a good appetite, and at 6 p. m. we sat down to a feast that would have honored a king. Too much praise cannot be given the ladies of Div. No. 6 for the splendid repast they set before us. It will long be remembered by me, and I am sure by every brother present. At 8 p. m. the music began and we tripped the light fantastic. Every one seemed bound on having a good time, and at parting at 1 a. m. I believe that to have been the universal verdict, and to the ladies of Div. No. 6 I would say, you have done more by your energy and zeal to strengthen that bond of perpetual friendship and brotherly love than the same number of brothers could have accomplished by months of earnest work. Let the good work go on, and may your energy be as lasting as the memories of that day, which can never be forgotten. Our own division is prospering, and we have now over 50 in full membership, two for promotion and one for petition, in the work. In our division the brothers take an active interest, and I believe all to be working for the best interest of our Order. And here I wish to thank, on behalf of our division, the brothers of the Order, and especially those who are members of the Insurance department, for the receipt in full of Bro. Napier's claim.

Bro. W. D. Loomis, of our division, met with a sad accident Sept. 10th. He was coming into Jackson with his train, and as it was necessary for him to be on the engine at this point, he stood on the foot-board leaning out and looking back at a blazing box on his train. While in this position, a switch struck him, knocking him to the ground and the wheels of the tender passed over his right leg. He was removed to his home and a surgeon called, who decided that

it would be necessary to amputate the leg between the knee and ankle. Bro. Loomis is also a member of our insurance department. A word to the members of our Order who are not members of our insurance. How can you look upon such scenes as this and put off for another day that duty of providing for yourself in case of permanent disability, or for your families in case of death. I hope every one of you will, when you read this, go at once and have your Secretary fill out a blank for you and send it to the Grand Secretary.

Yours in P. F.

HOWARD LEACH,  
Division 182.

BOONE, Iowa, Oct. 8, 1887.

EDITOR MONTHLY:—I have read with much interest the various communications from brothers of the Order, many of which must promote the good and welfare and increase the interest, and I would say, by all means let us have more of it. What attracts my attention more particularly, however, are the editorials and communications on Sunday running. It would be a God send to all of us if it were so arranged that we could do all of our running between the hours of 11.00 P. M., Sunday, and 4.00 or 5.00 A. M. the following Sunday, and in such a way that we could have at least 30 hours with a good night's rest hitched to one end or the other, for I confess that while I am very fond of attending religious services, and often sacrifice needed rest in order to do so, yet I do not enjoy it as I would like to when I am awakened every few minutes by thumping my nose or head on the seat in front of me. It is true our inclinations are not all the same, religiously, but it is a rare thing to find a railroad man, no matter what his creed, faith or belief, who will not say that he would be benefited—morally, physically and intellectually—if he could enjoy his Sunday at home, especially if he is married. How to bring this about, however, seems to be the sticking point. Were I gifted with the mind of some of our great statesmen, who have brought far more complicated matters to a successful issue, I might possibly say something that would have some weight. Unfortunately I do not possess so brilliant a mind. It appears that legislation so far has proven a failure, and probably will continue to do so until a law is shaped and framed by a body of practical railroad men. The laws as enacted by our legislature on such matters are, as a rule, vague and meaningless, and lawyers and railroad commissioners can place almost any construction on them they see fit. As I have already intimated, a really practical law with some sense and meaning to it could, perhaps, best be shaped by a body of practical railroad men. This being the case, would it not be as well to arrange the matter in some definite way and request the companies to make it a fixed law without legislative intervention? While there are probably some avaricious corporations who care only for the almighty dollar, no matter how it comes, and who have the management of their affairs in the hands of unscrupulous persons who require men to run on Sunday only out of pure cussedness, or because of their inability to handle the work without using Sunday to clear up, yet I am confident that the greater number of our officers would cheerfully listen to any arrangements that would close down the road on Sunday and let the men have the benefit of that day. There are many arguments that could be advanced in favor of stopping trains on Sundays. But as I have already taken up much valuable space, I will say no more at present. Let us have an expression with suggestions from others.

Yours in P. F.,

J. B. G.

ST. JOSEPH, Mo., Sept. 3, 1887.

EDITOR MONTHLY:—As I have not seen anything from Division No. 141 for some time, I will try and let our brothers that have left us and gone far away know that we are still living if not thriving. We have thirty-eight members in good standing, but it is like pulling teeth to get them to come to the meetings. I would like to see the brothers come out just one Sunday and have a good meeting for once. At our last meeting we had just enough to open up, and I know that there were plenty of them in the city. Now, brothers, I think that it looks pretty hard to have to open up and not an officer present and the most of them at home and no excuse for not coming. Now, for our correspondent brother. What has come over you that you do not let us hear from you? I am on the eve of leaving here for the far west, and expect to still take the MONTHLY, and would like to see something from old St. Joseph (141) once in a while, and hear of her climbing the golden stairs.

Bro. Means has returned from a thirty-day lay-off. He has been east, and brought back Mrs. M. with him. Glad to hear it, Sam, and wish you a pleasant voyage through life, and better luck on the G. I. than I met with. Better look out, boys, for Denny will be after you red-hot, sure. Now, Mr. Editor, for fear that I have said too much, and as this is my first attempt at writing, I will close.

Yours in P. F.,

J. T. B., 141.

TURNPIKE, N. C., Sept. 10, 1887.

EDITOR MONTHLY:—As I am spending my vacation among the mountains of "this fair land of ours," I will write you a line. I have been spending some time at Turnpike, a hotel and watering place on the Murphy division of the W. N. C. R. R., fifteen miles west of Ashville. Fare here is excellent, scenery grand, fine hotel accommodations, and a spring of chalybeate water second to but few. Guests here representing almost every state in the Union, many of whom are young ladies, and here we truly find beauty unadorned, adorned the most. The mountains are clad with all the beauties of floral loveliness and evergreen shrubbery, the streams are dotted with "spring houses" rich with milk and honey. Here the nightingale sings her sweetest songs, and the vulture pines for want of prey. Here the gentle zephyr bears its constant loads of richest odors shipped by burdened roses. Here the restless river hurries onward to bear its tribute to the distant sea. Here the midday's sun is lenient with its burning rays, and the twilight has no equal. Here bed bugs and mosquitoes and seed ticks find no fond welcome, tough beefsteak is "sat down on," and butter is not permitted to speak for itself; in short, "all save the spirit of man is divine."

All the boys on the W. N. C. are either members or have their petitions in for membership to the O. R. C., and expect soon to be solid.

Don't let another season pass without paying a visit to the mountains of the Old North State, and the boys here and *en route* will give you a warm reception. Remaining

Yours in P. F.,

M. M. ALBRIGHT.

BALTIMORE, Oct. 4, 1887.

EDITOR MONTHLY:—Division No. 5 woke up and we were all on hand at the awakening. Monday, Sept. 26 will long be remembered as the day of all days for our division, as the forty-five brothers who were present will attest.

The occasion of all this was the receiving into our division of ten B. & O. (Philadelphia and main line divisions) conductors, the first installment of about thirty. Both degrees were conferred, a dispensation having been obtained from our G. C. C., permitting it. After obligating all but two of the candidates, all present adjourned to the Farber House for dinner, which was served up to the "Queen's taste" by our host, "Pete" Sidle. Resumed business 3 P. M., when the work was exemplified in putting the remaining two candidates through in regular form, Bros. J. S. Menshaw as S. C.; J. Schuswohl as A. C. C., and J. Schisler as J. C., excelling themselves each in their respective positions, and your humble servant doing his level best in the chair. After our work was finished, Bro. Long, of Division No. 190, asked to be excused, as he had to take his run out, his request being granted by the C. C. He (Bro. Long) made some very appropriate remarks, which were responded to by Bro. Menshaw of No. 5 in such a manner as to raise the enthusiasm of all to the highest pitch, for to Bro. Long belongs the credit of this boom in No. 5, and the remarks of Bro. Menshaw found an echo in the hearts of all brothers of No. 5, and by a standing vote of all the brothers present, Bro. Long was warmly thanked for his manifest interest in behalf of our Order, and as he left the division room the brothers sang "Hail to the Mighty One," etc. I wish that every member of our noble Order could have been there, as it would have done him much good to have seen the brotherly feeling manifested throughout all the meeting. Bro. C. W. Everts, D. G. C. C. for District No. 6. was present during the day, but was too fatigued by travel to take the active part that we hoped that he would. His speech at the closing of the meeting was all that we could have desired, and we sincerely hope to have him with us again at an early date. Bro. D. E. McGinnis, of No. 183, made a very able speech, warmly advocating the Insurance and everything pertaining to the Order. Bro. Hy. Shew, of No. 40, was warmly thanked for his assistance in helping our S and T. out in his work, to which he replied in his usual easy manner. All hands attended the Academy of Music at night, and thus ended a day that will always be remembered by all present as one of the pleasantest in their lives, for if it was not it was their own fault, because there never was a meeting of men where the desire to make each other happy was more apparent, and they did it. If you don't believe me, ask Bro. Menshaw. The visiting brothers were: C. W. Everts, D. G. C. C. District No. 6; A. W. Mahoney, Div. 162; D. T. Hieleman, Div. 162; John Cass, A. C. C., Div. 183, D. E. McGinnis, Div. 183; W. P. Laraw, Div. 183; M. J. Gilmore, Div. 183; Hy. Shew, Div. No. 40 and P. M. G. D.; J. F. Murtha, Div. 100; D. Maloney, Div. 183; J. W. Matlick, S. and T. Div. 183; Henry Long, Div. 190; L. Dumire, Div. 190; Thomas Flannigan, C. C., Div. 190; Z. C. Martin, A. C. C. Div. 190; P. W. Burke, Div. 190; M. M. Patten, Div. 190; W. H. Shields, Div. 190; Jas. E. Wilson, Div. 190.

The officers for that day were: M. C. Savage, C. C.; John Schieswohl, A. C. C.; J. S. Menshaw, S. C.; J. Shisler, J. C.; George Dewey, S and T.; Chas. Worden, I. S.; Wm. Harp. O. S.

There were also present sixteen members of No. 5, coming from different points; some from Washington, D. C.; York and Philadelphia, Pa., and Camden, N. J.; some of which had not been at a meeting for years. We all think that our meeting will be a great benefit to our division, and hope in the near future to have No. 5 second to none in numbers and zeal.

Fraternally in P. F.,  
M. C. SAVAGE, P. C. C., No. 5.

TEXARKANA, Texas, September 30, 1887.

*To Order of Railway Conductors :*

**BROTHERS :—**If you think by simply giving this Order by paying your initiation fee, one year's dues in advance, paying your insurance assessments when called on constitutes a member of this Order, you are simply mistaken. Those kind of brothers are only drones on the working brothers, and generally those are the brothers that can see the least good in the Order ; generally the growlers, and they could not tell for the life of them how to remedy the evils they cry out against. While you are on duty you invariably go out when you are called or your time comes to go. If you are out overtime, yet you come promptly to the mark when called by your respective companies. You work hard and even more zealously for the company than for yourself, and no matter how little rest you have had, you come and go when they call you. In fact no class of men are more prompt than railroad men generally, and they never lack for interest in the company's business. But let us call on these same conductors to attend a division meeting, and they can find a world of excuses—got to go out ; too tired—and yet the division meetings are just as important as going to work for the company. One says there are enough there without me. There is where you make the mistake, as each and all of the brothers have the same right you have to say the same, and can any brother say there are enough there to get along without me and so much to do ? The fewest number of all the divisions in the United States have responded to the call of the Grand Division to form State Executive Committees ; and out of 220 local divisions, but 30 have responded to the 25 cents assessment fund, and the smallest majority of all the brothers even know what the fund is for. Brothers, you have work on your hands. Read the MONTHLY and see the signs of work there ; and how can you expect to know how to work if you do not attend division meetings to learn ? You know but little of law, constitution and jurisprudence. Some say to make these brothers come by imposing a fine on them. No, my brothers, you are wrong. Let each brother form himself into a committee of one to go to your division rooms and try and create an interest there ; make that room and these meetings interesting by studying your wants and how to get them. You may travel all over the country and talk with all the brothers you meet, and invariably each one will tell you something that the Order needs that will benefit them. They can tell what we should have, yet these very brothers never go to their respective division rooms to tell that division what they know and what they can tell you. If you travel over the States you will find Order conductors wherever you go, and I defy any class of men, either social, religious or political, to treat you with more courtesy than these same conductors. I defy any class of men who work with more zeal for their companies than these men ; and yet they are so careless and indifferent about this Order that they belong to, that they seldom go into a division room. Brothers, if you think you are a member of this Order when you pay your dues and your insurance premiums, I simply say you are not. You frequently hear complaint against the officers of the Grand Division from the G. C. C. down to the Outside Sentinel, and these very ones who complain could not tell you how to remedy the evil. I will here say for the benefit of those brothers where you can effect this so-called evil by you and your division. Meet in your own division, form resolutions, pick out your man in place of one you complain of, send your delegate to the Grand Division fully instructed and posted to canvass your own state first, and have those delegates to canvass all that section of the country for your candidate. Then you

will draw an interest in your own division and cause an emulation in your state, and I say that each and every brother has the power in his own hands.

Brothers, do you know that the officers of the Grand Division are merely executors of your commands? You make the laws and they execute them. Our local divisions are the factors, in fact more powerful than all the officers of the Grand Division. Then how important that all officers of local divisions should be punctual at these local meetings. You may travel the country and you cannot find more congenial or more attentive, more liberal class of men than our conductors. How often do we read of a 10 or 12-year-old child traveling alone thousands of miles, with no other friends than the conductors of the different lines over which it may pass, and yet that child is better cared for and more tenderly handled than were its parents along with it. You can start a lady and children alone from one end of the continent to the other and place them in charge of the conductor, and they will be handed from one to another along the whole line. These conductors are men of business and are gentlemen, who take daily risks of their lives for the benefit of the human race, and yet, my brothers, how neglectful you are of yourselves and your families. When you fail to give attention to your Order and fail to pay your insurance premiums, you neglect yourselves. You do not need anything more in the Grand Division; only work up your local divisions, and I assure you your Grand Division will have enough to do then.

Yours fraternally,

ALAMO DIV. No. 59.

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ATLANTA, Ga., Sept. 13, 1887.

EDITOR MONTHLY:—Having been quite awhile since I have seen anything appearing in the MONTHLY from Division No. 180, and being anxious to let the brethren know we are still holding out our shingle, but not at the old accustomed time and place of meeting. At our last stated meeting in August it was decided by a vote of the division to change our time of meeting from the second and fourth Saturday evening to the second and fourth Sunday afternoons at two o'clock, thus necessitating the securing of another hall, owing to our inability to secure the one formerly occupied by us. We are now pleasantly located in the K. of H. hall, on the corner of Alabama and Loyd streets, where we held forth last Sunday afternoon. While our attendance was small, yet we hope an improvement, as the change will suit the larger number of members. And, by the way, Bro. Editor, I made a slight amendment to your proposition in regard to the brother's letter in the September MONTHLY from Division No. 194, Brookfield, Mo. Instead of asking the brothers to read it, I read the portion that is so benefiting, to a large number of our brothers in open division, and will say I heartily concur with the brother in what he says about non-attendance of members. I desire here to give my experience for the past year as C. C. of Atlanta Division No. 180. In the first place I reside fifteen miles out in the country on the line of the W. & A. road, and when I attend a meeting, which I rarely ever fail to do, I must either remain in all night or take the train at 11 o'clock, arriving home about midnight. Now, Bro. Editor and brethren, I leave you to form your own conclusion as to my feelings when I find in the division rooms half a dozen members, and at the same time know of at least fifteen or twenty who are in the city at the time. Now, I hear this same complaint from other divisions. Brothers, why is this? How can it be



possible for any one to be so negligent in a matter that is of so much vital importance to them, and yet, as the brother of 194 says, these brothers who remain away are the kickers when they hear of something being done by the faithful few in the division which sometimes happens not to meet their approbation. We often hear complaints from these same absent kickers—the Order does not accomplish what it ought to ; yes, they expect great results from the work of the Order, yet it is some one else's business and not mine. Now, brothers, let us one and all throw off this seeming legarthy ; brace up, and resolve henceforth to do our duty, and I will guarantee there will be no room for this ever-complaining and kicking about what the Order should do, and what it has not and does not do ; but on the other hand you will be there to have a voice in the proceedings of your division and know what is being done for the good and welfare of the Order.

Before concluding, I must mention the great and almost irreparable loss our division has sustained owing to the change made by Bro. C. N. Bell, our noble and wide-awake A. C. C., who met with us at our last meeting in August for the last time, Bro. Bell having accepted the position as yardmaster on the L., N. O. & T. R. R., with headquarters at Memphis. While we hope Bro. Bell has bettered his condition, it has been a serious loss to us. But he can rest assured of one fact : that the best wishes of the entire members of this division will follow him wherever his lot may be cast.

Now, in conclusion, I will once more admonish every brother, even to the punishment of his physical nature to a small extent, to attend your division meetings. Try it for a few meetings, and then note the improvement in your own division, which will have a telling influence in the whole Order. I beg you, I pray you, one and all, wake up ! Put your shoulder to the wheel ! Let us rise and move upward and onward, accomplishing our noble and glorious mission. We will be happy to have all brothers visit us who may chance to come this way. We will make it pleasant for you, besides you may be able to give us valuable information on the above subject.

Yours in P. F.,  
J. H. LATIMER.

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SPRINGFIELD, Ill., Oct. 9, 1887.

EDITOR MONTHLY :—The local Grievance Committees of the several divisions on the line of the Wabash railway having decided to present their grievances to the management of the Wabash system, and September 15 was decided as the time for such meeting, by kind invitation of Bro. William Kilpatrick, of Chicago Division No. 1, the committee met at his offices, and after transacting their business were met by a similar committee of brakeman representing the Brotherhood of Railway Brakemen. At a meeting of the joint committee, Bro. Grand Outside Sentinel W. P. Sheehan was elected chairman of the joint committee, and proceeded to the office of Gen. John McNulta, where they were received and at once commenced to adjust all matters connected with the avocations of conductors and brakemen. A schedule was drawn and adopted, after ten days' hard work on the part of the officers of the road and the members of the committee, and the management of the Wabash system conceded everything in a fair and upright manner. The passenger men on the main line of the middle division have another crew in addition to the former force, which was about the only grievance in the passenger department. The freight department adjusted everything, and the men feel as if they were get-

ting what they should have. The schedule will be printed elsewhere in this issue of the MONTHLY, and by it all conductors and brakemen will see that the Wabash is all right.

A sad accident occurred to one of the committee, Mr. Mitchell, last Wednesday morning, while switching his train at Bement station. He fell between the engine and his train and the tender passed over his right leg and arm. He was removed to Springfield hospital and died the same evening. Mr. Mitchell was a single man, his parents residing in Lee, Mass. He was a member in good standing of Forrest Lodge, Brotherhood of Railway Brakemen, and had been promoted to conductor several months ago. He was highly esteemed by all who knew him. A resolution was drafted by the committee, a copy of which was ordered printed in the CONDUCTORS' MONTHLY and *Brakesmans' Journal*, which will be seen elsewhere.

In conclusion, the committee wish to tender their heartfelt thanks to Gen John McNulta, receiver; R. H. Wade, general superintendent, and G. W. Stevens, assistant general superintendent, for the manner in which they were received and treated, and also to Bro. D. G. C. C., William Kilpatrick for the use of his fine offices.

Yours in P. F.,

X. I. X.

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JACKSON, Mich., Sept. 11, 1887.

EDITOR MONTHLY:—It becomes the painful duty of Division 182 to record the sad accident of Bro. W. D. Loomis, who lost his right leg below the knee, Sept. 10, while on his train in the discharge of his duty. Bro. Loomis is one of our best members and a true and worthy brother. He is at present doing very nicely, considering a very great loss of blood at the time; but the best medical aid was promptly obtained, and we have hopes to speedily record him out of danger. This is only one of a very great many cases where we see the benefit of our glorious Insurance Department. Bro. Loomis is a member, holding certificate No. 4330, having joined about one year ago. Brothers, give this your prompt attention. To-day you are enjoying good health, but before the morning you may be crippled for life or, perhaps, gone to return no more. How necessary then, my brothers, to have the loved ones provided for. I am sorry to say that out of a membership of nearly sixty, only twenty-five have joined the Insurance in this division, although nearly all carry insurance in other companies. One word in behalf of Division 182 and I will close. We are coming to the front as fast as possible; have plenty of timber yet to work on, and hope to soon record a large division—if not in numbers, at least in brotherly love. Hoping you can find space in your valuable paper for this,

I remain yours in P. F.,

GEO. E. HUNT.

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EAGLE GROVE, Iowa, Oct. 6, 1887.

EDITOR MONTHLY:—As it is some time since Eagle Grove Division No. 164 has been heard from through the columns of the MONTHLY, I will pull in to clear and let you know what we are doing. Our division is flourishing; attendance at meetings is not very large, owing to business being quite brisk on the road. Since my last communication Bro. B. F. Spore has been initiated in to

the mysteries of our Order, and now "Ben is one of us;" also Conductors W. W. Huston and John Haurahan, and Conductor Lewis Stebe, of the C., I. & D. Ry., has been put through; so you see we are constantly on the increase. Will perhaps have to have a larger division room, at least I hope so.

Bro. T. H. Keefe has returned, and is signing way-bills as of old. We were all glad to welcome him back.

Bro. F. H. Holton, our J. C., had a very serious attack of malarial fever, but is again on duty.

Our new Superintendent, G. F. Bidwell, is well liked by all, and seems to take hold like an old-timer.

On the departure of Mr. Hopkins, our former Superintendent, for Boone, Iowa, (his new home) he was presented with a fine album and a hand-carved oak table, just large enough to hold the album when it is open, and a cabinet photograph of almost every officer and employe of the Northern Iowa division. I think there were 176 pictures in all. The presentation speech was made by Hon. J. C. Cook, and was feelingly responded to by Mr. Hopkins, who leaves this division with the best wishes of all. Fearing that I have already taken too much space, I will close by remaining

Yours in P. F.,

A. L. HOOVER.

P. S.—I enclose a letter of thanks from Bro. Holton, which you will please publish:

EAGLE GROVE, Iowa, Sept. 11, 1887.

*To the Brothers of Eagle Grove Division, No. 164:*

BROTHERS: Permit me in this manner to extend to you the thanks of a brother for your kind attention and tender sympathy during my sickness. May our division prosper, and may any brother in time of sickness or trouble fall into the hands of as true a circle of brothers as I have, and be made to feel that we are truly an organization of brothers.

Sincerely yours in P. F.,

F. H. HOLTON,

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COUNCIL BLUFFS, Sept. 21, 1887.

EDITOR MONTHLY—In your act to provide license for conductors and engineers, you ask careful consideration and honest criticism. It is with pleasure we say we have nothing but contempt for this act. In our opinion the brothers who voted in favor of this, did not give this matter of much importance the needed consideration, and had they wished to they were not given a chance. The brother who will knowingly favor a piece of paper which is powerful enough to give or take his capability, ought to be given 100 lashes with an elm club. Bro. Daniels and the delegates in the Grand Division of 1887 must think us a lot of p. odles to think we will assist you in this scheme to tax us \$250,000 per annum, at the lowest estimate, to maintain this—what is it?—which will place a certain lot of fellows in position to never grow weary traveling at ten cents per mile for reasonable traveling expenses. Why, Bro. Daniels, we can see through an elevator when both ends are knocked out. This must be a

national affair; if national, it must be political; and if so, will need more fumigation than a rendering establishment and then will be more impure. It is an insult to place people foreign to our duties in position to play horse with us if they feel so disposed, *i. e.*, to demand to see our license. We are not above train service, and as long as we are turning the grindstone let up on the ax. One valuable clause has likely been forgotten in the rush—that is a clause compelling us to frame the license and have a porter precede us through the train showing it to each passenger and the postmaster in every town, as this would likely prevent us from making mistakes. Our qualifications must be prescribed by the national board of examiners. Glorious! Why don't you say political board and be done with it? as it will surely grow this way. In all honor, what board can better understand our duties than our superintendents?

If politicians selected our superintendents, God save the queen. Surely all the benefit goes to the board. Do the conductors and engineers receive ten cents per mile looking up the board? as it is unreasonable to think they will be located in every division town of each railway. We are kicking to protect our best interests, and as we are the ones in actual service, we are keeping an eye on the gun. Can you show us one redeeming feature in our steamcraft engineers working under license? What share of them are moral men? Please compare them as a people to our locomotive engineers as citizens, and our engineers don't lose any sleep looking into other people's business. What better credentials do we need than our past record, which costs nothing? We fail to understand why this interest to license us by brothers above train service, when we, as a people, are satisfied with our present position. We cannot find a conductor, or have not met one, we should say, who favors license. But most of them are on the sheeney lay, and are afraid of offending some brother if they express an opinion in public, and those that the sheeney lay fits, are welcome to the name. We do not wish to offend any one, and if we are so doing, it is through ignorance, and we are sorry; but the time has come for us to sing before the benediction is pronounced.

G. H. VANDERCOOK,  
Division 46.

What better argument *for* license could be made than the above?—ED.

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ALLIANCE, O., Sept. 13, 1887.

EDITOR MONTHLY:—I wish to say a few words through the MONTHLY in regard to the monument fund. As yet only 36 divisions have responded with the amount asked for, and one division with \$2 more than was asked for from each division. We made a careful estimate before issuing the circulars, and only asked for just what it would take from each division. Some of the divisions have answered the circular, stating that charity begins at home and refusing to contribute. We do not consider that this is a matter of charity to Division 177, for we propose to pay for all printing and the issuing of the circulars, and consequently it will cost our division more than any other. We think it would be a credit to each division to contribute the small amount asked for. We think that every division of our Order should be eagerly interested in this matter, for it would be a great honor to them all and the Order in general.

Yours truly in P. F.,  
R. S. KAYLER.

JACKSON, Mich., Sept. 26, 1887.

EDITOR MONTHLY:—I wish to express through your columns my sincere thanks to the brothers of Division 182 who cheered me along in my misfortune. Also to acknowledge receipt and return thanks to the Mutual Benefit Department for their draft for twenty-five hundred dollars. Brothers, I was one of the (fortunate) unfortunates—fortunate in being a member of one of the best Insurance Associations in the world, and unfortunate by meeting with a misfortune that crippled me for life; and like many others following the occupation of Conductor, I was so situated as to face any small storm that I might be caught in, or stand any small damage to myself; but when I found myself laid up for months and a cripple, then, my brothers, I saw the importance of every brother belonging to the Insurance. Hoping that my misfortune will be the means of inducing more of the brothers to join our Insurance, I remain

Yours in P. F.,

GEO. N. NAPIER.

FAIRBURG, Sept. 9, 1887.

EDITOR MONTHLY:—I am in receipt of several letters forwarded from Pueblo, Col., addressed to me as Chief Conductor of Division No. 36. I wish to inform the brothers everywhere that I am no longer Chief Conductor of that division, although my heart and soul are still with them in all their deliberations, for I consider it, beyond a doubt, the *best* division of the Order. They are all good, but Division 36 *is the best*.

On August 28 we held a special grand division meeting here, working under special dispensation granted to Bro. A. W. Hull, of Division 117, by our worthy G. C. C., Bro. C. S. Wheaton, for the purpose of instruction in the workings of our noble Order, and I assure you, my brothers, we enjoyed a great feast. Bro. Hull is a whole grand division within himself, and every one was deeply impressed with his burning words and honesty of purpose. There were present Bro. A. E. King, of Division 1; W. H. Gehman, Division 18; C. F. Lawson, Division 117, and your humble scribe, of Division 36. We had under consideration the new departure of a government license for conductors and engineers. Each brother was in favor of it, *provided*, the law was sufficiently strong to prevent any man from taking charge of a train as conductor or engineer without such license.

We also had under consideration this plan: If a conductor knocks at our door for admission, a committee of three shall be appointed to investigate, thoroughly, his standing in society, both mentally and morally, and if reported on favorably, he shall be brought to the division room and stand a rigid examination as to his ability as a conductor, and if found wanting he shall be politely shown out; but if he stands the test, he shall then and there take upon himself such a binding obligation, that if he tries to wink without thinking of it, his mouth will fly open, his teeth drop out, and cut his tongue off. After taking this obligation, he shall be considered a full member of our Order, without a ride or walk, which impresses no one with anything except it be, "What fools we mortals are."

We should be glad to hear from every brother upon this subject.

Truly yours in P. F.,

D. C. GILE.

JACKSON, Mich., Oct. 3, 1887.

EDITOR MONTHLY:—It is with much regret that I have to report to the readers of the MONTHLY a sad (but I hope not fatal) accident to Bro. Dan L. Donahue, a member of Greer Division No. 72 of Fargo, D. T. It happened in this manner: Bro. Donahue is braking on the M. C. R. R. for Bro. Welcher, and as his train was pulling out of Albion he noticed a man hanging on to the side of a car, but supposed he would get off, and did not pay very much attention to him. Finally he discovered that the man intended to steal a ride, and promptly ordered him to get off, which he refused to do. Bro. Donahue then climbed down the ladder of the car for the purpose of putting him off, when the miscreant struck him with a knife, inflicting a very ugly wound in his left thigh about five inches long and four inches deep. Bro. Donahue then kicked him clear off the train, but before they got the train stopped he had got quite a start and was making pretty good time across the country. At this writing he has not been caught. Bro. Donahue's wounds were attended to as promptly as possible and he was sent home in the evening. He is at present feeling very comfortable, and I hope to soon record his complete recovery.

Ever yours in P. F.,

A BROTHER.

SHARPSVILLE, Sept. 3, 1887.

EDITOR MONTHLY:—You invite expressions of opinion in regard to the merits or demerits of the different patent (so-called) couplers. Therefore, having had about thirty years practical experience as car repairer, conductor and yardmaster, I hope to be excused if I tread on the corns of some of the patent introducers, when I declare as the result of my experience that aside from the Janey and its class, there is not an "automatic" on the market but is in every degree inferior to the ordinary drawhead of the Safford pattern for cast, and P. R. R. standard for wrought iron drawheads if put up right, viz.: to do away with chafing bumpers altogether, and in their place put on a simple dead block six inches thick and twenty inches long, so that if the drawhead should from any cause "run under" the "dead blocks" would keep the end sills of the car twelve inches apart—room enough for any man to stand in safely. Nine out of ten accidents to men in coupling are caused by the man getting his hand between the bumpers (or chafing blocks,) and not by being caught by the drawhead. Automatics are well enough if we could have them all of the same kind and cars all of the same height from the track to the center of the drawhead. We lose so much time trying to couple self-couplers of different kinds with the common drawhead that we now use a hook and three links until the train is made up before we try to couple at all. In the seventeen years that I have been in my present place, I have had only one man hurt by getting his hand caught in between the drawheads, but I have had quite a number hurt by getting their hands between the cast iron chafing block while in the act of withdrawing the hand from the link. I made an exception of the "Janey coupler," in the beginning, because I believe that any self-coupler to be safe should discard the link altogether. We use the Janey in passenger service and find them entirely safe and satisfactory, and in connection with the automatic Westinghouse brake cannot be beaten for promptness and safety of service, and I hope the time is at hand when all railroad companies will be compelled to adopt an efficient air brake on freight cars; throw out the man mangling deadwoods or chafing blocks, and use a simple plain coupler. I care not if it is automatic or the reverse. Respectfully,

C. H. PETERS.

## EDITORIAL.

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THE MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

C. S. WHEATON, *Editor*.

E. B. COMAN,

W. P. DANIELS,

H. HURTT,

W. SEARS, *Associate Editors*.

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### CHICAGO, MILWAUKEE & ST. PAUL COLLISION.

Nearly all of our readers, no doubt, have read in the telegraph columns of our daily press accounts of the collision between two passenger trains on the Chicago, Milwaukee & St. Paul railway, near Dubuque, Iowa, which occurred September 19.

The meeting point for these trains was a station called Peru, a little over four miles north of the Dubuque shops. Train No. 4 had absolute right to track over train No. 3, both being first-class on the occasion referred to. Train No. 4 was some four or five minutes late; train No. 3 some ten minutes late. Train No. 4 was in charge of Conductor A. A. Clark, Charles Fales, engineer. Train No. 3 was in charge of Conductor A. Wolcott, drawn by Engineer E. Winchester.

Train Dispatcher Rogers, at La Crosse, called the operators at Dubuque Shops and Turkey River and sent them the following order:

"Order No. 5, C. and E., Nos. 3 and 4:

"Trains Nos. 3 and 4 will meet at Peru. 13 M. M. F."

This order was made correct and delivered to the conductor and engineer of Train No. 4 at Turkey River, and later to No. 3 at Dubuque Shops.

After No. 4 had left Turkey River the train dispatcher was notified that the engine that hauls the passenger train between Turkey River and West Union was ready to return from Dubuque Shops, where it had been over Sunday for the purpose of being washed out, and Conductor Royce asked for orders, and received the following:

"Run first section No. 3 and carry signals, Dubuque Shops to Turkey River; meet No. 4 at Peru. 13 M. M. F."

From this it will be seen that from Dubuque Shops to Turkey River there were two sections of train No. 3. Train No. 4 reached Peru,

and as the first section (the light engine) passed No. 4 she gave one long and two short blasts of the whistle, in accord with the rule of the company, calling the attention of the conductor and engineer of No. 4 to the fact that she carried signals. Engineer of No. 4 answered by one long and three short blasts, in accord with the rule, signifying that he saw and understood that the first section of No. 3 was carrying signals.

Conductor and engineer of No. 4 understanding that they had no order holding them for second section, pulled out for Dubuque. Second section of train No. 3, after receiving their order, refused to go on the order, and stated as such authority the rule which states, "That sections of a train following a section carrying signals will have precisely the same time table rights as the one carrying signals and no more," and that under rule 104 the first section represented their order, and they knowing that they could not get to Peru on their rights, refused to go, and received from the dispatcher at La Crosse an order addressed to "second section of train No. 3," directing them to meet No. 4 at Peru as above, and on this order they proceeded and the collision occurred.

Rule 104, upon their time card says, "In moving trains by special order, *"each section shall be taken and considered as a separate and distinct train,* and shall receive and run only under special orders addressed to its conductor and engineer." This rule upon the time card is, in our opinion, the direct cause of the collision.

The view taken by the train dispatcher, as is evident by the manner in which the orders are given, was that an order given to trains Nos. 3 and 4 must affect all sections or parts of that train, and under the rules of almost all companies, an order addressed to the conductor and engineer of train No. 4 was a holding order to them against not only one part or two or more parts of train No. 3, and in face of this construction rule 104 is certainly misleading. If a train that carried signals were denominated as regular, and all that follows under cover of the signal as extras to the regular train, then rule 104 could be tolerated on the time card, but under the condition of affairs in the use by this line, the rule has no business on the card, for the reason that the rules recognize trains under signals as "parts of," which they are undoubtedly are, and rule 104 says they are not when receiving orders, so there is a very apparent confliction in the rules in this particular.

We note the answer of Superintendent Underwood to the question propounded by Bro. Sheridan, that train No. 4 should have remained at Peru and No. 3 at Dubuque Shops. How could this be possible, under his own construction of rule 104, when conductor and engineer of train



No. 3 were in possession of the order addressed to them as second section of train No. 3?

It is very apparent that the dispatcher was in ignorance of rule 104, as he considered order No. 5 an absolute holding order against all sections of No. 3. Conductor Clark, under rule No. 104, had no order to meet the second section, and if, as the rule specifies, each train is to be considered a separate and distinct train, under that rule he had a right to proceed.

In answer to question by Bro. Sheridan, the train dispatcher stated that he considered each should have a separate order, and in answer to question whether or not No. 4 should have a separate order for each or both sections specified, he answered that "No. 4's order should have held it for both trains." If both sections should have a separate order, why not No. 4 have a separate order for each section? The questions asked and answered, together with the sworn statement of a number of conductors and engineers on this system, shows clearly a unanimity of feeling that the first order would not allow second section of train No. 3 to run, so that we are led to believe that this is the construction placed upon rule 104 by the employes of the company, while the reverse seems to be the construction placed upon the rule by the officers of the company since the collision occurred. This is the first time in our experience in railway service that we have encountered such a rule, and while we believe from a fair standpoint that the construction placed upon the rule by the officers of the company is with the best intent, still, at the same time, in the face of rule 104, neither Conductor Clark or Engineer Fales, Conductor Wolcott or Engineer Winchester can be blamed in the slightest for this collision, and the blame must rest entirely and solely with a rule that is liable to a double construction, which is very clearly proven by the fact of the accident and the subsequent efforts of the company to sustain their construction. The rule which recites, "That trains following trains under cover of signals have the same rights as those carrying the signal and no more," fully covers the ground, and no other rule is necessary.

If the ruling train received orders to hold at a certain station for the opposing train, no conductor or engineer would presume to use the order of another conductor and engineer to go to that point in face of the rule in vogue with all companies. "That orders for the movement of trains should be addressed to the conductor and engineer of the train to be moved, and signed by the superintendent, and not to be used unless made correct by the train dispatcher."

It will be seen that by this view that rule 104 is not only suscep-

ible to a double construction, but is entirely superfluous, being fully covered by the two rules above mentioned, which are open to but one construction.

We are surprised to see the *Railway Age* in an editorial, try to bolster up the weak side in the matter and are amused to read the long communication in the *Age* signed "Goaheader," in which he asserts that the "section rule needs a thorough revision." Permit us to say that the section rules are all right as given by the Standard Rules in use for years by the Pennsylvania Railroad company, and where companies will adopt it, entire, and not mix in some of their own ideas and make it a mongrel system, it will work all right. They have had no trouble with it and the trouble has all been caused by the insertion of ideas entirely foreign to the system. The criticism of the *Age* on the conduct of Bro. Sheridan before the coroner's jury is entirely unwarranted. His work is to bring out the true state of facts, and he is to be congratulated rather than condemned, for showing up the defects in this system.

There is a well authenticated rumor that conductors and engineers that swore to their construction of the rules before the coroner's jury were called into the superintendent's office and directed to sign a paper in purport contradicting their sworn statement, or *consider themselves out of the service*. Should this prove true the officers have succeeded in placing a blot on the records of this company that time can never deface. Can it be possible that an officer of a company will dare go as far as this in our boasted free America? Such acts, if performed, will receive a well merited condemnation from every man. From subsequent developments we are led to believe that rule No. 104 above referred to was by mistake of the party revising the rules left on the time card, as it is apparent to a man with very little knowledge that it clearly pertains to the old system of train rules in vogue before the revision and is clearly out of place in the present system. That Train Dispatcher Fowler still retained his idea of the old system is apparent from his instruction, and the position of Superintendent Underwood is not an enviable one just at present judging from his testimony before the coroner's jury. In our judgment the cause of the collision rests, first, with the company in not devising rules that are plain and retaining rules that govern a foreign system in use under an entirely different system of train movement. Second, incompetent train dispatching. Third, want of understanding between officers and employees perpetuated by unauthorized examiners. Fourth, failure of officers to thoroughly explain constructions of all rules and orders, whether they may ever get the order, see the rule or

not; and to explain the last, will say that more than one officer of this company has been asked the construction to be placed on this self same order, and replied, "you will never get it." But they did and had a collision, the lesson of which, though it cannot bring back to life those that went down amid the crash, should cause the inauguration of means to better protect those that are left and we invite our friends who are so radically opposed to license, to please answer this argument in favor of such a system.

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LICENSE.

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In face of many peculiar ideas advanced on the question of licensing railway conductors and engineers we are led to explain in the language of another which fits the case better than any of our own could:

"I wonder men dare trust themselves with men."—*Timon of Athens*.

It is notably the case that as soon as any man or association take an advanced view of any question the men as a rule who are to be most benefitted are the first to set up a howl of insincerity, and were this the first instance of this kind we have heard we would feel more inclined to credit the rumors that have prompted it. Those who are not familiar with railway service will scarcely understand this position until they know that this is only one case of the many thousands that are occurring on our railways each year. You always hear the same expression from some in the service on the receipt of each new time card, each new order, but more particular on change of rules, signals, etc. You will know by this just what was to be expected when the idea of license was advanced, licensing conductors and engineers by a uniform law as proposed for the purpose of protecting the employes, the company and the traveling public. There is not a man in this country that will deny there are incompetent men now employed by companies, and are to-day operating trains. It is true, however, though they may deny it. Where then, we ask, does the power absolute and judgment infallible of the train master, the superintendent—even the general manager, come in? What does incompetency mean in railway employment? It means jeopardising your life as an associate employe and yet you are willing to have it done rather than to have any new method devised for your protection. What does it mean to the company? It means loss of property, damage to business, suits for damages, and disaster in the end. What does it mean to the traveling public? Go ask desolate homes all over this fair land. Go ask that man on crutches. Go ask that invalid wheeled in an easy chair. Go ask the widow and the orphan children what incompe-

tency means to them. All the other features of employment on a railway sink into insignificance when the momentous question of dealing daily with human life comes into view. Such, fellow railroad men, is our situation. Each minute, hour and day, do we hold in our hands human life. Is it possible that we are not willing,—yea, do not insist, that all means be devised that is in our power to make that great responsibility the lighter and while we may feel strong and able to carry it, how is it with our associates. Are you sure the freight has taken the proper siding and the switches are all closed as you rush around the curve at fifty, yes, sometimes sixty miles per hour, and if not from your position on the bank should you escape uninjured, look back and with a clear conscience view the broken and torn cars, bleeding and mangled bodies of the victims of incompetency and say you are not to blame. In view of these facts, which is not an exceptional case, are you willing to stand in the way of any measure that will secure a greater degree of proficiency in the service that your life may be protected and your responsibility less? How many widows to-day mourn for members of the B. of L. E. that have gone down amid the crash, rush of steam and oblivion of the fatal collision. How many widows of member of the O. R. C. to-day bewail the sad accident that deprived them of their sole support, the direct effect of incompetency, and if you could hear their heart's prayer, we feel sure that the sentiment expressed would be to secure a greater degree of safety to those who are left. Think well what opposition to all means devised for your safety and protection means, before you are willing to put yourselves on record against them. An argument comes from some that there are men in our organization that cannot pass the examination and we must stand by them. For shame, stand by incompetency! Organizations were not formed for this purpose. Better far fulfill the object of the organization by taking them into your division rooms and schooling them until they are thoroughly conversant with the rules, and can pass, making them better and more successful railroad men. This is one of the effects of organization. The idea that being made a national matter, it must be political, is bosh. Why is not the National Board of Inspectors of River and Harbor Pilots and Engineers political? It is not now nor has it ever been, and if you will converse with them they will tell you that license is their protection. The objection to your showing your license is a trivial one, and only shows what small things men sometimes find to object to. If the conductor didn't have a badge on his hat, how many passengers would ask him to show one? We saw a conductor not many weeks ago that has not worn one in two years, and in reply to query, "do not passengers bother you for your author-

ity?" said: "I have never been asked to show it by any passenger." You can see by this state of affairs how frivolous this objection is. The objection to paying for a license is of a like character. To be sure, there are men who would not pay for anything if they could help it. To these the above objections are sufficient; but to those we ask for the protection of license from the United States, or protection from any source are willing to pay the expenses. Ought not every man who secures the protection of our free American institutions to pay his proportionate share of the expenses of such institutions? We believe all will agree with us in this, unless possibly, it may be the man who holds thousands, yes, millions, of dollars of securities that are so arranged as to escape taxation. Why not, then, those that are especially protected by license pay the expense. Is there anything unfair in it? The cry that it will place certain men in places of trust and pay them for their work, coming from men who work and are constantly striving to better their condition by an increase in their own wages, only tends to show the great length that narrow minded jealousy will sometimes drive men. We advocate license as the best means of arriving at a desired result. We advocate license to benefit conductors. We advocate license for the benefit of the companies we serve. We advocate license for the safety of the traveling public. We advocate license to stimulate education. We advocate the present license law that we may at least have an opportunity to say what the laws governing such license shall be, rather than wait until those totally unfamiliar with the needs of railway life shall say what we shall conform to or lose our places.

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#### A NEW DEVICE.

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There is nothing in the way of a trick or device which the average freight official will not resort to in order to get business, and his invention has been put severely to the test since the passage of the interstate law. Illustrating this are complaints recently made to Chairman Blanchard of the practice of certain association roads in this direction. For example, one of the heavy shippers in the northwest, where custom was desirable to one of the Chicago east-bound lines had occasion to visit Chicago, a holiday trip partly. This particular line, learning his intention, bought his tickets to Chicago, back to Duluth, thence south to his home, the shipper swinging around the circle at an expense to the Chicago line of \$32. This was charged up by the freight agent in his monthly expense account and paid by the railroad company. Of course the whole arrangement was nothing more or less than an indirect way of paying the shipper a bonus for his patronage, and so regarded by all parties to the transaction, who would be the first to howl if they detected a competitor following their lead. There is nothing more disreputable in the business than these tricky devices to avoid agreements and the restrictions of the law.—*Chicago Times*.

By the advice of coun— BANG

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*TO EVERYBODY, THEIR WIVES AND CHILDREN.*

In company with C. S. Wheaton, Grand Chief Conductor, we left Chicago on Thursday, Sept. 29, to attend the first anniversary meeting of New Haven Division No. 201, to be held in their hall on Sunday afternoon, Oct. 2; also a public meeting at the New Haven opera house in the following evening. At New York city, on our arrival, we were met by that genuine brother and friend the Grand Junior Conductor, and by him escorted to the Astor House, where we checked our baggage (not for Troy) but until such time as we might choose to leave the city, and under the guidance of Bro. Weisz, we proceeded to a restaurant under direction of the accomplished guide, where we might afford a present relief for three empty stomachs, and thanks to the brother who made the suggestion, we very soon performed what at first seemed to be an utter impossibility. Think, kind friends, for one moment of a living caravansary where 12,000 hungry mortals are kept from the pangs of hunger until it is time for the next meal to appear, this being the average number which they feed in one day; and also reflect that after all are done, there is precisely as much more for the next generation of eaters. The lady who kindly waited on us, (who, by the way, is a friend of the Grand Junior Conductor) mentioned that she was well nigh certain that we were western people after taking a retrospective view of our appetites, even remarking to me that she had rather feed the Grand Chief Conductor for a week than a month. After giving *our note* for the ticket which was handed us, we once more returned to "Mrs. Astor's tavern." Your G. C. C. and Bro. Weisz wishing to meet the superintendent of the Oswego Midland, your humble servant sat himself down to pen a few pages to his better half. And right here occurs a reminiscence of what is usually termed a fatal case of absent mindedness. After seating myself at one of the cosy tables which adorn the gentlemen's parlor, and having written seven or eight pages of extended observance of the journey, the weather, and the different villages, towns and cities which we had passed through, and then placing the missive in a lily envelope, affixing two two-cent stamps to the envelope, I hastened to the hotel office and dropped the welcome intelligence into the postal box of the hotel. It contained a condensed account of our journey eastward, the little incidents so pleasant to one while traveling; also a description of the beautiful scenery, over mountain, hill and dale, for which the east is so noted. Purchasing a cigar I returned to the gentlemen's smoking-room to await the return of the good brother, fully impressed with the idea that one duty had been thoroughly performed.

Alas, how we poor mortals often fail. As I sat there quietly puffing away at my cigar, the thought suddenly struck me that I had forgotten to direct the letter I had just mailed. I hastily wended my steps to the office box and asked Mr. Astor if he would kindly look for a letter which was as yet undirected. He very kindly did so, but the postman had been there before and all my labor was for naught. Silently I repaired once again to the writing desk, and as I was obliged to wait until the return of the main army, I again prepared to duplicate the former, and I flatter myself that partial amends were made by directing this one on both sides with an additional stamp for each direction. One thing, however, I neglected in the copy to say anything to my wife of the sad mistake I had made. Should any brother or his wife or relative read this article, I trust they will each and every one consider it strictly confidential under the seal of their own generosity toward me, for should my wife hear of it, she will scarcely consent to my leaving home again, more especially if I am alone. I am consoled by one thought, that nothing was written in the first which could be construed as strictly confidential, and also should the missive fall into other hands than for whom it was designed, they will suppose it to be some new and figurative patterns for tea boxes, or wash bills made out beforehand for some Chinaman's muchee laundry. I have asked the editor of the MONTHLY to kindly withhold Bro. Coman's November number, for if he should hear of this, and if I should ever run for any office again, he would use this argument against me for all it is worth.

What a gloomy, desolate and disagreeable day. Mud, mud, mud. So having a little spare time, we purchase tickets and deliver them before entering the cars of Mr. Gould's elevated railway, a very pleasant way of seeing that portion of the city which live in the fifth, sixth and seventh stories, and as you reach the outskirts you see the little patches of gardens which even at this time of the year look both green and thrifty. But O, the tenement houses! Still, the Creator of this universe must have intended from the first that people would dwell in and builders would build as far toward the sky as possible, or else a little more of the ocean, the river or the sound would have been converted into dry land. And even now the gigantic corporations which exist are nullifying the designs of providence by filling up a portion of all three to find room to build up down-town or at least on the outskirts of the empire city.

Just before the sun goes down we find ourselves alongside the limited express in the spacious depot of the New York & New Haven R. R., and meet the genial and gentlemanly conductor, who asks us to make ourselves at home, and we take a seat in the baggage car to read the

evening papers. But "lack a day," a woman, a veritable lady, appears on the scene and the ball is opened and the first part rehearsed. The troupe consists of the brakeman, the baggageman, the conductor, the lady's best friend and companion, herself individually, and the dearie, duckie, sweetie English pug, with a nose that imitates a sea lion. The charming New York society lady knows it is a shame that her doggie duckie is not allowed to ride in the beautiful chair car all lit with electricity, and the conductor is no gentleman, and the baggageman is a heathen because she cannot even have the privilege of riding in the dirty, filthy baggage car with her loving treasure. And the blarsted English cur yelps and moans and sighs and barks every foot of the way to New Haven. And the only change one can notice is the change in the baggagemaster's countenance as he takes the change from the lady's jewelled hand, and one hour after her departure, when the dearest English John Bull pug is voted a bore by every one around.

But how the long train of hurrying humanity flies through the city, out along the sound, and across the little farms where dwell the yeomanry and manhood of the toiling sons of the first generation of hardy New England pioneers; through the little manufacturing towns, and the first stop is 56 miles—just after you pass a long wooden building, before reaching the town of Bridgeport, Conn., said building bearing the household name so well remembered by every boy in America and every one that was ever a boy, "P. T. Barnum, his winter quarters." A moment's stop, a start, and a few minutes' ride and you reach the beautiful city of New Haven, or the City of Elms. We say good night and God bless you to the elegant gentleman who brought us so safely on our journey from the Gotham of America to this the end of our journey, and take a carriage for the Tontine House. The supper over, we are met by the elegant secretary, who was the delegate to New Orleans; also the Chief Conductor and his father, and others just as good whom I have not space to mention. Bro. Wheaton excuses himself for a few moments and calls on the president of the New York & New Haven railway system, while I am trying to tell the brothers what little I knew. Bro. W. very kindly returned in a few moments before I had time to run out of material, else the time might have seemed very long to them. We retire at the early hour of 1:30 and arise at 7:30 A. M., Sabbath morning, to see the brothers from all over the New England states, New York and little clam chowder New Jersey, with a sprinkling from Pennsylvania. The forenoon passes by before we are aware of the fact, and the hour of the first anniversary meeting of No. 201 has arrived, and in their beautiful hall at the appointed time the Chief Conductor sounds the gavel and 225



conductors take their seats, and five hours, yea five profitable hours are spent in doing the work, which was never equalled, much less excelled by any division, no matter how old or where they may be located. Point out to me, if you can, a nobler sight in railway experience than the Chief Conductor sitting in his chair and at his right his venerable and honored father, one of 20 and the other of 37 years' experience as conductors; both to-day in actual service; both hale and hearty, representatives of the New England type of honesty, morality and American manhood; and when the chaplain announced in tones that made the walls resound that this was the happiest day of his life, no one doubted it or believed but what he was telling the truth.

Your Grand Chief Conductor spoke for forty five minutes and Bro. Nuss followed and both did themselves and the cause they represent, great justice. After supper we repaired to the New Haven opera house and at the appointed time there were seated on the stage 225 members of the O. of R. C., and in front the representative men and women of this beautiful city. After choice selection of sacred music by the orchestra the genial and pleasant chairman of the occasion introduced C. S. Wheaton, Grand Chief Conductor. The following from the New York *World* fully covers the import of his remarks: "He is a tall, well-built man, apparently about 40 years of age. He spoke with great sincerity and dignity, and entertained the audience with a history of the Order of Railway Conductors and its principles. He said the principles of the Order insured mutual benefit to all members, socially and morally, and the protection of its members in their business and their families in case of accident or death, the amount paid in case of accident or death being \$2,500 from the Mutual Benefit Department. The reason of the grouping of the Order together in divisions is to give them the means and benefit of thorough instruction, not only in the work of the Order, but in their duties as conductors while in charge of trains, also their duties to their families and society. The Order of Railway Conductors believe that the education of all is essential to form the necessary basis for the successful operation of any class of business, and that too little attention is paid in this age by the general public to the education of the masses in the true principles of American citizenship. The Order have endeavored to take an advanced view of the labor situation, and in accord with that view have so arranged their principles in regard to this question, and so announced their principles, based upon the time-worn axiom that right wrongs no man, believing that every man, as a citizen, has the right to transact his own business in accord with the dictates of his own conscience and under the laws of the country of which he is a citizen.

"The Order of Railway Conductors believes this to be the right of its members and are willing to accord every other citizen the right that he has for himself, believing that the true solution of the labor problem of to-day rests with the education of the masses, and that by this means

only can the aggressive disposition of the more ignorant classes of laboring men be counteracted. It has become very apparent, to the thinking man at least, that there is great need of educating a large portion of our American citizens in the true duties of their citizenship. We find that freedom to one class means an equalization of the property of the country, more particularly of the landed interests. To another it means the right to work as few hours as is possible, and to compel the employer to pay the price he may dictate for the service rendered. To another it means to burn your property and kill if necessary to accomplish the end which in his judgment may be necessary. In the face of these facts it must become apparent to all who have made this matter anything of a study that immigration has exceeded our educational facilities and that more attention must be paid to the education of the mass of our newly-made American citizens in the true duties of their citizenship. This is the view that the Order has long taken of this question. We can boast of a record far in advance of any organization of men who work for a living, from the fact that after an existence of nearly nineteen years there has never been a strike in the organization.

"We are to-day far in advance of any of the other organizations from the fact that we are on an equality with any corporation transacting business in the United States, being a regularly incorporated body, and fully empowered by law to transact business in any state or territory, and we hope to see the time when legislation will be had to compel all bodies of this kind to become legitimate business corporations. When this can be brought about and organizations made legally responsible for the acts of their members the stoppage of business operations and of railways will become less frequent than heretofore."

The chairman then introduced the president of the New York & New Haven R. R., Mr. Clark, and if the gentleman should ever by chance, glance over these lines, and know that I wrote this article, and in it dropped one thought which reads as follows:

That by the courtesy he showed these conductors by addressing them in the manner in which he did, in words which were eloquent and true; that while he did these railway conductors and the citizens of New Haven and all the people along the thoroughfares of the east, great justice, they each and all have reason to be proud of him. He must not forget that he did himself and the great corporation which he represents no less to be proud of, and honored thereby, and if ever he had one thought that it was a condescension on his part to meet with, and speak to them in the days that are to come, all such thoughts will be utterly dispelled. Would that many more might feel and evince the same degree of interest in the welfare of their employes.

Following this came the address of one of the business men of New Haven, a gentleman who is closely identified with both the railroad and

business interests of this beautiful city, including her educational advancement. Added to this his knowledge of foreign countries which he has often visited he could not help but entertain both the audience which sat in front of him, as also the conductors who listened with rapt attention during his remarks. Thus closed the public meeting under the auspices of this Gallant Division, a fitting final to the ending of their first anniversary meeting, and at 2 a. m. of Monday, we bid them good bye, hoping only that they feel one half as kindly toward us as the memory of this pleasant meeting and the kindness of them all, has become imbedded in our hearts. Hoping that the meaning of the motto, "Perpetual Friendship," will be the watchword of this and all other divisions, and feeling that natural anxiety which every brother should feel, that every one who is not a member of this division, but all visiting brothers who were there, felt fully repaid (for assisting by their presence only) in making this meeting a great and decided success.

As the sun is peeping over the hills of New England we leave this beautiful city and reach the Gotham of America once more, and call on the good brothers in the office of the N. Y. L. E. & W., and at 3 p. m. we are seated in a comfortable seat once more, homeward again. On our way out we met the valiant chairman of the ex-committee at his home, (Bro. Hurty) we promised to call and see him on our return, but circumstances which we could not control, ordered otherwise and we told a lie as usual. To all the brothers whom we met in our pilgrimage we can only say accept our thanks, and place yourselves in our place so that we can repay with something besides empty words. To the wives and ladies of the railway conductors of New Haven and vicinity, who aided so much in making this meeting a pleasant and profitable one, words of praise will undoubtedly come which will fall with sweeter sound from those who are near and dear to them than anything I could offer here. Particularly indebted am I to the Grand Chief Conductor and his amiable wife, for favors and kindness too numerous to mention on the journey to and from and the few moments we spent at their old home.

And now kind and emaciated reader if your lives are spared to peruse this entire, please accept my sympathy with the promise that the like shall never occur again.

Yours Very Kindly,

E. H. BELKNAP.

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Little "Richy," an up town toddler, wasn't feeling very well, and his mother solicitously enquired what was the matter. "I feel as if some of me was dead," was the expressive reply.

*"OLD RELIABLE" INSURANCE.*

The convention of the above association, held in Portland, Me., last month, was one of the best attended that has ever been held. Geo. F. Hanford, of the N. Y. C. & H. R. R. R., presided. An address of welcome was delivered by Judge Symonds, of Portland. Mr. John B. Cooms was then introduced and delivered a fine address. We regret that we cannot publish it for want of space.

After the appointment of Geo. L. Harrison, J. P. Patterson and W. R. Hill as a Committee on Credentials, President Geo. F. Hanford addressed the association with a brief but eloquent speech.

The Committee on Credentials, through their chairman, Mr. Harrison, reported that there were 92 delegates present entitled to 667 votes. There were present delegates from more than 35 different railroads of the United States.

The following committees were appointed:

Committee on Finance—C. H. Wheeler, R. I. & P. R. R.; Charles E. Turner, L. & N.; Charles E. Dyer, B. & M.; Walter Hutchins, Shenandoah; Nicholas Brown, St. P., M. & O.; A. Tibbetts, M. P.

Committee on Constitution and By-laws—J. G. Levensgood, West Shore; James W. Oliver, E. T., Va. & G.; P. F. Hodge, Penn.; T. L. Moore, C. & N. W.; Harrison Newton, Lake Shore; Samuel C. Brown, Ohio Southern; D. C. Howard, Cheshire.

Special Committee—M. B. Waters, N. Y. C. & H. R.; O. A. Bingham, B. & L.; C. E. Hind, Illinois Central.

Committee on Local Arrangements—D. W. Sanborn, Supt. of E. D. W. B. & M.; John P. Coombs, B. & M.; E. C. Dyer, Eastern Division B. & M.; N. E. Howe, Western Division B. & M.; Wm. Carter, Western Division B. & M.; A. Colby, Western Division B. & M.

After the report of the Committee on Credentials, which was accepted, the convention adjourned until 3 p. m.

The following are the reports made by the committees after the convention was called to order in the afternoon:

The Committee on Finance reported that after examining the finances they were found correct. The report was accepted.

The Committee on Constitution and By-laws said that changes were made in the constitution and by-laws by this committee, but the convention voted not to accept the report, and no changes were made.

Kansas City was selected as the next place of meeting, receiving 332 out of 558 votes, the remainder being 101 for Columbus, 91 for Savannah, and 31 for Salt Lake City.

The officers for the ensuing year are:

President—John P. Coombs, Boston & Maine.

First Vice President—F. A. Reynolds, Boston & Albany.

Second Vice President—Victor Pigeon, Grand Trunk.

Third Vice President—James W. King, Missouri Pacific.

Grand Secretary and Treasurer—H. P. Feltrow, Columbus, Ohio.

Executive Committee—Edwin Morrell, A. S. Knapp, and J. C. Beecher, of Columbus, Ohio.

Resolutions of thanks were tendered the Boston & Maine; all roads and steamboat lines extending courtesies; Hon. J. W. Symonds; the Falmouth and Preble hotels; D. W. Sanborn, John P. Coombs, Wm. Carter, A. Colby, N. E. How and Charles E. Dyer; the Portland & Ogdensburg, Boston & Lowell, and Franconia Notch roads; the Star Line Steamboat Company; R. J. Snively, ex-member of the executive committee; Rev. Henry Blanchard; the city government of Portland; the Maine Central railroad; the press, and the Pullman Palace Car Company.

We are pleased to note the retention of Bro. Harry Feltrow as Grand Secretary and Treasurer. Harry has been with the "Old Reliable" for a good many years and has the whole matter at his finger's end also the association retain Messrs. Morrill, Knapp and Beecher as their executive committee. and it would be hard to find three gentlemen better fitted for the place. Messrs. Morrill and Beecher are old stand-by's in this position, while Bro. Knapp, the junior member of the board, is no spring chicken at the business having had years of experience in mutual insurance. We regret that we have not had a copy of the annual report of this association and cannot give a resume of the noble work of this the oldest conductor's insurance.

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"Shall I sing 'Kathleen Mavourneen' for you Agustus, dear?" she asked after they had been married something over a year, "No you needn't mind, "But I heard you say the other day that you liked that song ever so much." "I do. Perhaps that will explain to you why I don't want to hear you sing it."

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A small girl industriously studying her lesson in American history came across an allusion to the Shoshone tribe of Indians, and after a silent struggle with the word looked up wearily and asked: "Papa who were the Shoshone Indians, anyway?"

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Colored Clergyman (after the singing of psalm)—How do you like ha'mony, Miss Snowball? Miss Snowball (gushingly) Oh, I jes dote on hominy, elder, but I done like a little pork wid it.

## MENTIONS.

—We go to press early this month as we are to be absent attending to other duties after the 18th.

—During the month of July, 5,382 persons visited the rooms of the R. Y. M. C. A. in Kansas City.

—Brother Janes of No. 58, attended the reunion of Linn County Veterans on Oct. 12th. At least so we heard.

—Bro. M. A. Schmidt, secretary and treasurer of No. 121, would like to hear from Bro. F. B. Hughes of his division.

—Where, oh where, are the Yard Masters this month. Please ask yourselves why the department is out of this issue.

—Again we are disappointed in not getting into this issue a description of the new office. We will try hard next time.

—Only two districts reported this month, No. 23, Bro. W. L. Park is the chairman and No. 27, C. B. Fessenden, chairman.

—Oh, what will the scalpers do now, poor things?—*Railway Register*.  
Do just as before, only a little more, poor things.

—We are advised of the death of Bros. B. J. Lewis, of Division No. 61, and Walter Papworth, of Div. No. 35. Both were insured.

—Bro. C. R. Ashton is now the representative of the *Railway Age* of Chicago, and we wish him every success in his new position.

—Brother H. A. P. Croak was in the city on the 15th long enough to say Howdy. He was in charge of C. & N. W. officers special.

—If Brother R. P. Hargrave of No. 77, will send his address to Brother J. E. Dufur, Selida, Colo., he will hear something to his advantage.

—We have just been advised of the death of Brothers L. K. Beary of No. 14 and W. P. Wordon of No. 155. Bro. Wordon was insured with us.

—Several communications are crowded out of this issue, also a poem by Bro. Belknap, read before the public meeting at New Haven, Conn.

—We are pleased to note the continuance of Mr. C. Johnson as superintendent of the O. R. & N. Company's lines under the new organization.

—We are under obligations to Bro. W. C. Rowland, of No. 37, for copies of time cards and instructions of the C. R. R. of N. J. He has our thanks.

—We had the pleasure of the company of Brother Eddie Magran from Hoboken to Binghamton. He is the molel conductor of the D. L. & W. R.

—We had the pleasure of riding with Bros. Mart Clancey and Jake Whetro on the N. Y., P. & O., the other day. They are still as genial and prompt as ever.

—Mr. Geo. L. Cross, the genial passenger agent of the L. & N. R. R., was a pleasant caller at the office Oct. 3. We hope to be at home when he comes next time.

—In our Train Order question on page 545. October MONTHLY, in order No. 17, the dgures should read 9.05 instead of 6.05 as printed. Please give your views.

—Bro. C. A. Wood dropped in and spent the day with us September 29. He was on his way to Le Mars, Iowa, to visit his father. Call again, Curt, and stay longer.

—Bro. C. S. Dodson, the efficient secretary of Division 89, has been appointed general yardmaster of the L. & N. Ry. at Louisville, Ky. We congratulate and wish him success.

—The irrepressible J. Ward Boyles, alias Ward Douglas, is again at his old tricks, and as before was caught and given a good sound drubbing by a machinist in Portland the other day.

—Bro. Love of No. 58, contemplates engaging in the law business. We are led to hope he will hang out his shingle in this city, he was practicing quite a portion of last week and says he likes it.

—Bro. A. Holdridge, of No. 54, was in attendance on the occasion of the New Haven reunion and anniversary. He was the deputy that organized No. 201, and can justly feel proud of that division.

—We are in receipt of a Peoria paper giving an account of the "Traveling Men's Minstrels," and appending a poem by Bro. E. H. Belknap, which we would like to print, but space prevents.

—Following closely on the expulsion of J. B. Nuss, came the notice of his trial and sentence of six years in prison. His crime was stealing freight from cars on the P. & R. Ry., at Catawissa, Pa.

—We will print in full in the December number Bro. Ed Coman's address to the Mutual Aid and Benefit Conductors' Insurance. We feel sure it will fill the bill and be of interest to all our readers.

—Conductor Geo. W. Davis, formerly employed on the Utah Northern division of the Union Pacific Ry. Co., will please send his address to W. B. Green, Secretary, Div. 203, at Pocatello, Idaho.

—The brothers on the Wabash and L. S. & M. S. have just completed their arrangements with their respective officers, and all their grievances are satisfactorily settled, and are in both cases better off than ever before.

—When returning from New Haven, we had the pleasure of shaking hands with Bros. Joseph York, of No. 32, and L. P. Allen, of No. 109, veterans of the N. Y., P. & O. railway. Both have been in the service over forty years.

—Circular No. 7 was issued on the 18th, calling a meeting of all deputies and chairmen, also the board of directors, on Sunday, Nov. 13, at 9 A. M., for the purpose of general instruction in the work of the Order and mutual conference.

—Any one knowing the address of Harry Boas, formerly on the St. L., I. M. & S. Ry., and afterward on the Panama Ry., will please send it to Bro. Harry Feltrow, Columbus, O. There is some important information there for him.

—Secretary C. S. Dodson, of No. 89, would like the addresses of Brothers Crit A. Cox, J. B. Chambers, C. L. Elliott and R. A. Arnold, members of his division. They will learn something of importance by communicating with him soon.

—The name of Bro. J. P. Forrest appears as a member of the board of directors of the Estherville Foundry and Manufacturing Company, located at Estherville, Iowa. Bro. J. P. F. is still trainmaster of the Iowa Falls division, B., C. R. & N.

—Bro. R. O. Owen, 761 Camp st., wants the addresses of Brothers O. St. Bacon, W. S. Edwards, T. B. Ellison, C. L. Humphries, J. W. Mutter, J. B. Robins, Wm. Rupp and P. Selda. Anyone knowing the addresses will please advise him promptly.

—The Chatsworth accident has had a very good effect on the double-header question. A number of roads have discontinued this "penny wise and pound foolish" idea, and now take the safe side in the matter. One engine is enough for a train at any time.

—Bro. John W. Dent, one of the oldest members of the Order, and for years in the employ of the P. & R. at Catawissa, Pa., has changed to C. R. R. of N. J., and is now located at Jersey City. The MONTHLY wishes him every success in his new place.

—We are in receipt of a copy of the special time card issued by the C. & N. W. R'y., to govern the movement of the special train that carried the President and Mrs. Cleveland over their lines. It is a model of neatness. The C. & N. W. do nothing by halves.

—We are pained to chronicle the sad bereavement of Bro. St. John, of No. 104. His mother died at her late residence September 28. Bro. St. John has lost both his parents within a short time, and the loss falls heavily on him. He has our sincere sympathy.

—Bro. Dick Hargis had the honor of conducting President Cleveland's special over the W. & A. railway, from Chattanooga to Atlanta. For once the President found a larger man than he is, and we are sure none could do the honors easier than Bro. Dick.

—The Western States' Passenger Association (purely statistical) appears to be on the verge of dissolution. Some six or seven of its factors have served notice of withdrawal and more to follow, and we hope that by January 1 there will not be a vestige of it left.

—We had hoped to report the organization of two or three new divisions this month, but the reports are not in at this writing. Charters are issued for divisions at Charlotte, N. C., Wilmington, Del., Champlain, Ontario and Hornellsville, N. Y. Several other points are nearly ready.

—In the color blind tests on the Philadelphia & Reading Road one man has been found that can distinguish red but not green. About two per cent. of the men examined on the Reading Road have been found to be color blind, while the average is said to be four per cent.—*Railway News*.

—Look out for Hart & Duff's big ad., &c., in the December number of the MONTHLY. It will beat all heretofore issued. Meanwhile they will supply you with hats, caps, badges, punches, lanterns, in fact, all the tools of the craft at the lowest price of any in the market and guarantee satisfaction.

—The members of Elmira Division No. 9 will not soon forget the kindness of Superintendent Meade to our brother H. S. Lewis. His acts are those of a kind friend, and are but one of the many he has performed since his acceptance of the superintendency of the E. and C. divisions of the N. C. Ry.

—We are glad to announce the promotion of Bro. T. C. Clifford of No. 46, to the superintendency of the St. Paul Division of the Wisconsin Central R'y., with headquarters at Milwaukee, Wis. This promotion is a deserving one and is a deserving recognition of faithful service. The MONTHLY congratulates.

—Among the Brothers in attendance at the union meeting in New Haven, Conn., we noticed Brothers Hammond, 157 Morrison, 122 Chittenden, 169 McDonald, 168 Carpenter and Collins of 154. Ewell of No. 50, Murphy of No. 54, and many others whom we had met before but whose names now escape us.

—We received a pleasant call from A. D. Jones of Elmira, N. Y., on the 26th. Mr. Jones is among the ablest engineers on the Susquehanna Division, and a member of Division No. 41, B. of L. E. He is in Iowa attending the reunion of his regiment and visiting his brother, who is a resident of this state.

—State Railway Commissioner Coffin is doing a good work in Iowa, in the matter of Sunday observance by railways in this state. He is delivering some powerful addresses through the state. We have read that delivered at Dubuque on Sunday evening, Oct. 10th and regret that space forbids our printing it in full.

—The annual report of the Pullman Palace Car Company foots up the total earnings of the company for the year at \$6,440,931; expenses, \$4,904,046; surplus, \$1,536,884. The cars of this company now traverse 81,000 miles of track. During the year 55 new cars have been built and 122 are to be completed in the near future.

—Pennsylvania railroad employes will hereafter wear cutaway coats, buttoning high at the throat, only one button being used in place of the old double-breasted coats that have been their uniform. They will also hereafter wear blue caps all the year round instead of having white ones in the summer.—*Elmira Gazette*.



—All members of the Order who desire to purchase a copy of Smith's diagram and rules of parliamentary practice can procure them of Bro. A. S. Parker, of Battle Creek, Mich. They are now the standard of the Order and should be in the hands of every Chief Conductor and delegate. Bro. Parker will attend your order promptly.

—Gen. McNulta, receiver of the Wabash lines, has filed his report for nine months, ending September 30, 1887. The result shows that the revenue has been \$6,759,962.26; operating expenses, \$5,739,159.17; surplus, \$1,20,803.09. Truly the Wabash is doing nicely, and if the General has a chance he will bring this valuable property out on top after a while.

—Mr. L. R. Chase, who has for some time past, been connected with the Grand Hotel in Cedar Rapids, has taken charge of the Clifton as manager. Mr. Chase is the recognized friend of railroad men, and should receive their whole support. The Clifton is the headquarters for members who stop here, and he will take care of all nicely. Send in your friends.

—We are pleased to receive such numerous endorsements of the license measure from the public press, the great educator of the age. We have yet to see an unfavorable comment, and only wish that space would allow us to print them in full, as they indicate the drift of public sentiment in this matter, and we believe will meet with public endorsement without an exception.

—The verdict of the coronor's jury in the Chicago & Atlantic disaster censures the train dispatcher for not protecting the disabled train and allowing it to run with a disabled engine; the engineer of the freight train for following a passenger train that he knew was disabled at a high rate of speed and finally the company for allowing the train to run, after it was broken down.

—A clergyman, after years of suffering from that loathsome disease, catarrh, and vainly trying every known remedy, at last found a prescription which completely cured and saved him from death. Any sufferer from this dreadful disease sending a self-addressed stamped envelope to Prof. J. A. Lawrence, 212 East Ninth street, New York, will receive the recipe free of charge.

—We are in receipt of an invitation to attend the opening exercises of the Grand Lodge of B. of R. B., to be held in the opera house, Binghamton, N. Y., on Monday, October 17, at 2 o'clock P. M., and while we would be glad to be with the boys at the opening, it will be impossible on account of other engagements made prior to the receipt of the invitation, we wish them a pleasant and harmonious session.

The rapidity of increase of the state debt of the state of Iowa is only equalled by that of New York city under the famous "Tweed" management. In 1883 Iowa was free from debt; in 1887 she has a state debt of \$828,194.52, in face of an increase in taxation from 1880 of \$831,822.34 to \$1,224,150 in 1885, an increase of \$80,000 annually. It looks to be about time for the tax-payers to call a halt and begin to look for "boodlers."

—We are to have the Janney Standard Coupler and all will rejoice that the deadly link and pin have to go. The vote on its adoption was a total of 675—Ayes 480—Nays 195, being 30 more than the required two-thirds majority. The vote in the office here stands—Ayes 137—Nays 1. We are sorry to see so little interest manifested in so important a measure by conductors, but all will rejoice that we are at least to have a safety coupler.

—We are under obligations to Bro. H. H. Greenleaf, of Division No. 159, City of Mexico, for copies of the *Two Republics*, giving a full account of the strike of engineers on the Mexican Central railway. When, oh when, will railroad men learn to take advantage of the means furnished by their organizations to settle their grievances, and not jump into the fire blindly? These men have not only lost their places, but, destroyed the influence of their order in that section.

—The announcement in the office on Sunday, Oct. 16th, of the death of Bro. Henry Case, of No. 33, and one of the ablest passenger conductors of the C. & N. W. R'y. in Iowa, on Saturday, shocked all. Bro. Case will be remembered by many members of the order as the delegate from No. 33, to the Boston annual meeting and was the present Chief Conductor. Kind, genial and gentlemanly always. He will be greatly missed by all. He held certificate No. 684 in our Mutual Benefit Department.

—Alex. W. Macdonald, once well known on the Canadian Pacific Railway, where he was employed as a conductor, was drowned in the Willmette river at Portland, Oregon, Sept. 24th, 1897. He was a native of Canada, and was in the offices of the Great Western Railway for a number of years. His sudden death will be felt by a large circle of friends, as he was esteemed by all who knew him. At the time of his death he was filling an important position with the Pacific Postal Telegraph & Cable company.

—We omitted to credit the article entitled "Truth" in the October number to our Brother W. S. Sears, of Adrian, Mich., and in consequence have been roundly scored by the Phillipsburg paper. The facts are that the article had to be crowded into the page, and by our direction the credit was taken off, thinking to mention it elsewhere, but it was forgotten. We had never read the article before, and seek each time to give proper credit, as we propose to have all take their share of all responsibility and also praise.

—We understand that Bro. J. C. Donahue, of St. Albans Division No. 24 and family, have moved to Northfield, Vt., where he intends making his home permanent. As Mr. Donahue is a land-owner of that vicinity he thinks the change will be much improved by running a train between these two places with his headquarters at Northfield. Good luck to Bro. Donahue. He don't mean to get left so long as he has that young son to help whittle out hoe-handles and sharpen rake teeth. We also hear that Bro. Sweeney of the same division is calmly thinking in what business he'll place his young son next summer.

—We have on exhibition at our office a perfect working model of the Harper switch lever. It is creating quite a stir in railway circles. It is proof against carelessness on the part of those having switches in charge. We will be glad to furnish designs to any who desire to try it. It will save twenty times its cost in a month. Use it, and you won't have any more cars on the ground on account of switches flying over. Give us a call. It won't hurt any one to try it, and the cost of making is but a trifle more than the ordinary jackknife lever. All trainmen and supervisors of track should look this switch over and give it a trial.

—The conductors and engineers in New York have made their influence felt to the extent that four of the state senators who thought that railroad men were not entitled to any consideration have failed to secure a renomination and they will not disgrace their districts again while the chances are good that others will receive their punishment at the polls. Fassett's money may save him but we doubt it. He himself would not give expression to any confidence in the matter while his political friends state openly that "a judicious nomination against him and the railroad boys solid he *cannot* be elected." And he can feel assured that outside of the easy element in the service they will stand to a man against him and secure his defeat.

—One of the most dastardly outrages we have ever known was committed in the railroad yard at Slater, Mo. Bro. John A. Shaw was engaged in getting out his train, when he was approached by a man by the name of Roach who accused Shaw of putting him off his train some time before, which was denied. There was no quarrel between Bro. Shaw and Roach, but his brakeman and Roach had a tussle, when Roach pulled his gun and shot three times at the brakeman and once at Bro. Shaw, inflicting a mortal wound from which he died soon after. Roach was at once arrested and is now in jail charged with murder, and we shall hope to hear that he has met his just deserts, and the earth will be rid of one at least of the gang of ruffians that frequent our railroad towns. The family of Bro. Shaw have our sincere sympathy.

—We received a pleasant call from Mr. F. B. Morse, representing Bravo & Keys, of Binghamton, N. Y., manufacturers of the "Grand Chief Conductor" "Grand Chief Engineer," "Brotherhood of Railway Brakeman" and "Brotherhood of Locomotive Fireman" cigars, which we have no hesitancy in, renouncing the best brands in the market. The above firm are making a speciality of these brands and are ready to supply them promptly on order. Members of all these organizations should be greatly interested in the sale. Mr. Bravo of the firm, is one of the ablest engineers in the service of the N. Y. L. E. & N. R'y., and can be seen every day dressed in blue pulling a passenger train on the Susquehanna Division of this road. These cigars are handled by our associates and the goods are first-class. Boys see that they are placed on sale everywhere, don't use any other and invite your friends to try them.

—The annual report of Grand Secretary Feltrow, of the Old Reliable Conductors' Insurance, presents a very flattering condition of affairs. Total membership August 31, 1886, 1,436; new members, 92; reinstatements, 7; a grand total of 1,535. Withdrawn, 21; delinquent, 105; died, passenger 7, freight 3; disabled, passenger none, freight 3; killed, freight 2, a total of 141, leaving 1,394 members in good standing August 31, 1887. A department, 1,310; B department only 84; B department only 1,200; A only 194. Cash on hand August 31, 1887, \$5,356.05; collected during the year, \$20,640; total, \$25,996.05. Benefits paid from 521 to 538, except 529; total benefits paid, 17; lowest amount paid on single benefit, \$1,199; highest, \$1,271, total paid in benefits during the year, \$21,259; average payment, \$1,250; cost per member, \$18; total amount paid by this organization from date of organization to August 31, 1887, \$1,114,499, distributed among 588 claimants. A record that the "Old Reliable" may be proud of.

—Bro. J. M. Peck of Galesburg Division No. 83, sends us the following, which is in too late for the Fraternal Department and we give it space here.—[ED].

In perusing the October MONTHLY, I find on pages 534, 535 and 536, especially the first twelve lines on page 535, from our Texarkanna Brother, Division 59, some points of reason and good sense that every member in the noble Order should bear in mind continually, and also on page 551, will be found a subject well worthy of all brothers' attention. My opinion is that in the near future all the states will adopt laws similar to the Alabama railroad law, where so many railroad men are finding fault. Pages could be written regarding this "Certificate Business," but as I am not thoroughly posted and no speaker—neither am I a writer—I prefer listening to, and learning from those better posted. Hoping that every brother whose eyes these few lines meet will look up the above mentioned and while reading will allow their minds to reflect upon these subjects and commence business accordingly.

—The annual report of Grand Secretary Huntington, of the Mutual Aid and Benefit Conductors' Insurance, of Chicago, of which Bro. John R. Sandy is President, and our Assistant Bro. Coman is Vice President, calls the annual meeting in Chicago on Friday, November 18, at 10 o'clock A. M., at the Sherman House, and while we might disagree with the honored President as to the depression of business in the country, for we fully believe that there was never a more prosperous condition of affairs, particularly in railway life, we heartily concur in the balance of the circular and "second the motion" with full confidence that if its provisions are complied with, all concerned will be benefitted. The report shows the total number of members September 30, 1886, 1,316; new members during the year, 171, a total of 1,487, withdrawn, 11; delinquent, 103; died, 17; disabled, 3; total, 131. Total number of members, September 30, 1887, 1,353; claims paid, 15, and partial payment of 16, balance on hand September 30, 1887, \$1,574; total collected, \$45,185.45, a grand total cash to September 30, 1887, \$46,759.84. Cash paid on claims and expenses, \$41,637.66. Cash on hand September 30, 1887, \$5,122.28. Cost per member, \$35. Total amount paid since date of organization, \$393,839.50. Paid from surplus, \$56,500. We can only add, well done, Mutual aid.

## OFFICE OF RAILWAY CONDUCTORS--BENEFIT DEPARTMENT.

56 Third Avenue,

CERTIFICATE NO. ....

Cedar Rapids, Iowa, November 1, 1887.

## NOTICE OF ASSESSMENTS NOS. 98, 99, and 100.

Due immediately and Membership forfeited if not paid before December 31, 1887.

N. B.—No second notices are sent hereafter. Two benefits paid from surplus.

## BENEFITS PAID FROM ASSESSMENTS NOS. 91, 92, 93 and 94.

Ass't No	Ben No.	PAID TO	FOR	OF	CAUSE.	PAID.	Cert. No.	Div. No.
91	118	Geo Gorom	Death	J A Gorom	Consumption	Oct. 15,	3200	2
92	119	Helen Clathrop	Death	F M Lathrop	Run over	Oct. 15,	4557	10
93	120	S W Ludden	Dis	S W Ludden	Bright's dis.	Oct. 15,	4355	26
94	121	J D Eldred	Dis	J D Eldred	Loss of hand	Oct. 15,	2302	137
Surp.	122	Min'e McCrary	Death	W A McCrary	Pneumonia	Oct. 15,	4630	186
Surp.	123	M nnie DeBlois	Death	J A DeBlois	Run over	Oct. 25,	8730	198

## ASSESSMENTS.

Ass't No.	To Be Paid To	FOR	OF	CAUSE.	DATE.	Cert. No.	Div. No.
98	Mary B Seaver	Death	D C Seaver	Typhoid fever	Aug. 16	1444	106
99	Mrs T B Martin	Death	Thos B Martin	Consumption	Aug. 24	2536	6
100	Fannie Southwick	Death	J A Southwick	Drowned	Aug. 26	3939	170

Please forward \$3.00 immediately unless a different amount is stamped in red ink.

WM. P. DANIELS, Treasurer.

*In Memoriam.*

**Stonecifer Eddie.**—In memory of little Eddie Stonecifer, who died December 17, 1886; laid in the grave sweetly to sleep just nine months ago. Only nine. Oh, it seems longer since little Eddie was called to go. Nine long months of bitter sadness, with our only hope in this: That our darling is an angel in that home of joy and bliss.

Sleep on peacefully, our little lost one,  
 Let thy rest be calm and sweet,  
 While we look to that bright future,  
 When in Heaven we shall meet;  
 When once more we'll see thy features,  
 Well remembered they shall be,  
 And together we'll be happy  
 In the long eternity.

PAPA AND MAMMA.

**Northcut J B.**—At a regular meeting of Ozark Division No. 30, Order of Railway Conductors, held Sunday evening, Oct. 9, 1887, the following preamble and resolutions were adopted:

WHEREAS, The Grand Chief Conductor of the Universe in His infinite wisdom has removed from our midst our beloved brother, J. B. Northcut;

WHEREAS, In the death of our Brother Northcut, this division loses one of its most worthy members and one of its most faithful brothers; therefore, be it

*Resolved*, That we extend to the bereaved relatives of our deceased brother our profound sympathy in this their hour of sorrow.

*Resolved*, That our charter be draped in mourning for the period of thirty days.

*Resolved*, That these resolutions be spread upon the record of this division, and published in the RAILWAY CONDUCTORS' MONTHLY, the Pierce City Democrat and Neodesha Register, and a copy sent to the family of the deceased brother.

B. GRIST;  
 CHARLES SIMMONS,  
 J. S. SPEER,  
 Committee.

Oct. 9, 1887.

**Yeomans.**—A. Yeomans, (a member of 44) died in Kansas City, Sept. 11th, of malarial fever. He leaves a wife and daughter. His remains were taken to Grand Rapids, Mich., for burial, accompanied to Chicago by members of 55.

**Kent.**—Died, at Kansas City, August 5, 1887, Brother Theo. F. Kent, aged 41 years. At a regular meeting of Bloomington Division No. 87, held August 14, the following resolutions were adopted:

**WHEREAS,** It has come to our knowledge of the death of our late Brother Theo. F. Kent; be it therefore

**Resolved,** That the heartfelt sympathy of the brothers of the division be extended to his family in their affliction.

**Resolved,** That in the death of Bro. Kent, Bloomington Division, and the Order in general, sustain a loss that can never be repaired; his wife and family, a loving husband and father; and the community at large a good man, loved and esteemed by all.

**Resolved,** That a copy of these resolutions be sent to each of the daily papers and the CONDUCTORS' MONTHLY, and copies of same be sent to his family.

JNO. H. RUBEN,  
D. DONOHUE,  
JAS. C. HURLEY,

Committee.

*Bloomington, Ill.*

**Seaver.**—Died, August 16, 1887, at Trenton, Mo., of typhoid fever, after a severe sickness of three or four weeks. He was buried at Brookfield, Mo., where Div. No. 194 assisted brothers from Divs. 106, 55, 42 and 31 in the burial. Brothers of Divs. No. 82, 81 and 194 have the heartfelt thanks of all members of Div. No. 106 for their many kind attentions to Bro. Seaver and his family during his sickness and after his death. Assistant Supt. Robinson, of the C., R. I. & P. railroad, at Trenton, and Supt. S. E. Crance, of the H. & St. Joe railroad, at Brookfield, Mo., were very kind and courteous to members of the deceased brother's family and members of the Order, who will ever remember them kindly. Bro. Seaver leaves a wife and one small child to mourn for him, and they will miss him sadly, for he was a kind father, a loving husband, and a good, true friend to all who confided in him. He was the first Secretary and Treasurer of Rock Island Div. No. 106, holding the office for three years; was elected for the fourth year, but owing to the change made in his run, had to decline the office. Bro. Seaver was a true Brother and worker for the Order of Railway Conductors. No needy brother ever was passed by him without receiving something to remember him by. Bro. Seaver was a member of the Insurance, and a strong advocate for it at all times. Rock Island Div. No. 106 will sadly miss our worthy brother and his good advice on many points. Div. No. 106 passed suitable resolutions on his death, and draped their charter for thirty days.

*Rock Island, Ill.*

**Rhines**—**WHEREAS,** It has pleased the Grand Chief Conductor of the Universe to remove from our midst Mrs. J. H. Rhines, beloved wife of our worthy brother, it is but just that a fitting recognition be adopted: therefore be it

**Resolved,** That we extend to Bro. Rhines our heartfelt sympathy in this hour of his great sorrow and bereavement. Brother, we know this goes but a little way towards consoling one who has met with the great loss of a dear and beloved wife and companion. Though 'tis a feeble tribute to offer, we all join in tendering you our sympathy in this your hour of sorrow.

GEORGE MCINTOSH,  
JOHN METCALF,  
S. W. MERRILL,

Committee.

*Ogden, Utah.*

**Waldo.**—At a regular meeting of Stanchfield Division No. 41, the following resolutions were unanimously adopted:

**WHEREAS,** Our heads are bowed in humble submission to the all-wise and inscrutable dispensations of the Grand Chief Conductor of the Universe in removing from our midst our much-respected and esteemed brother, Charles Waldo; and,

**WHEREAS,** By the death of Bro. Waldo a loving wife has been bereft of a kind and loving husband, and this division has lost a valued brother: be it therefore

**Resolved,** That the sympathies and condolence of this division be extended to the sorrowing wife and members of her family in their sad hours of bereavement: and be it also

**Resolved,** That the sincere thanks of this division be extended to the members of Lone Star Division No. 53, for the prompt and true brotherly attention rendered during the recent illness and subsequent death of our esteemed Brother Charles Waldo, and the kind assistance they rendered the brother's wife and family during the sad hours of their affliction.

**Resolved,** That a copy of these resolutions be sent to Mrs. Waldo, and a copy sent to the CONDUCTORS' MONTHLY for publication.

T. E. BYRNES,  
M. SHEHAN,  
J. R. OLIVER,

Committee.

*Chicago, Ill.*

Shaw.—Once more we are reminded that from dust we came, and sooner or later to dust we must return.

At a regular meeting of Slater Division 212, Order of Railway Conductors held Monday, the third day of October, 1887, the following resolutions on the death of our Brother John A. Shaw, who died at Kansas City, Mo., September 21st, 1887, were unanimously adopted.

WHEREAS: It has pleased God to remove from among us our beloved Brother John A. Shaw, it is

Resolved, That while submitting with human patience to the will which has deprived us of his presence, we deeply feel the absence of one who has long been among us and that in his sudden departure we recognize the slight thread that binds us to earthly things.

Resolved, That to his bereaved family our heartfelt sympathy extends in this their great affliction and bereavement, more especially in consideration of the sudden manner of his removal, be it further

Resolved, That our hopes extend beyond this life for his happiness, in a firm belief that there exists a better state in the long eternity toward which we are progressing, and brothers his death is but an admonition that we, too, must follow, we know not how soon. Let us so govern ourselves that when the summons comes we will be prepared. Let us be careful to provide ourselves with the protection our Order has created for those who love us that they may not be doubly bereaved of protection and means

Resolved, That these resolutions be spread upon the records of our division and a copy be sent to the family of the deceased as a testimonial of our grief and sympathy. Also a copy sent to the RAILWAY CONDUCTOR'S MONTHLY. The Slater Index. The Slater Rustler and the Blackburn Globe for publication.

W. H. FURGUN,  
J. J. BARNES,  
E. K. CAMPBELL,

Committee.

Southwick, Jos. A.—At a stated meeting of Camden Division No. 170, O. of R. C., held Saturday evening October 8th, 1887, the following resolutions were unanimously adopted:

WHEREAS: It hath pleased a Divine Providence to remove suddenly from our midst our beloved fellow worker and brother, Joseph A. Southwick, thereby causing a vacancy which can never be filled, and making this division veritably a "lodge of sorrow," and

WHEREAS, it is fitting that, while we bow submissively to the will of our Divine Father the Grand Chief Conductor the Universe, who doeth all things well we still realize the full magnitude of our bereavement, and acknowledge the real depth of our sorrow for the loss, which we, as men and brothers, have sustained in his untimely death.

Resolved, That his fidelity to the principles of our Order, of which he was a most competent active member, and his virtues as a man and a citizen are his fittest memorial, and that we all bear personal testimony to our love and respect for him as a counsellor, a friend and a brother whose character was above reproach.

Resolved, That we tender to his bereaved family our heartfelt sympathy, and express to them our sense of the great personal loss which they have sustained, knowing that our sincere appreciation of the manifold virtues and noble character of his husband and father will help to sanctify and make less poignant their own grief.

Resolved, That a copy of these resolutions be presented to his family, and that the same be sent to the RAILWAY CONDUCTOR'S MONTHLY for publication.

J. G. KING,  
J. P. ANCKER,  
E. G. BLAISDELL,

Committee.

Martin, T. B.—At a regular meeting of Onley Division 102, Order of Railway Conductor's held Sunday, Sept. 11th, 1887, by committee appointed the following preamble and resolutions were adopted:

WHEREAS: The Grand Chief Conductor of the Universe in his infinite wisdom has removed from our midst our beloved brother T. B. Martin, and

WHEREAS: In the death of Brother Martin, their Division loses one of its brightest members and the Order one of its most faithful brothers. Therefore be it

Resolved, That we extend to the bereaved relatives of our deceased brother our profoundest sympathy in this their hour of sorrow,

Resolved, That our altar be draped in mourning for the period of thirty days.

Resolved, That these resolutions be spread on the records of this division.

Donley James D.—Was killed in a wreck at Hayton on the M. & N. R'y, Sept. 28th. Running off an open switch, he was on the engine at the time of the sad accident. He was a young man 22 years of age, had been running a train only five months. Previous to that time he was a brakeman for one year. He was well liked by all who knew him, especially his superiors for officers. He was interred at his home in Fairbury, Ill.

**Craft.**—Mrs. Cora E. and Luella T., loving wife and infant daughter of Bro. A. Craft, of Battle Creek Division, No. 6, have gone to that land where sorrow is never known and friends are never parted, Mrs. Craft going July 17, and the little one following her August 9. Mrs. Craft was a kind, loving wife and mother, a kind neighbor and friend, ever ready to lend a helping hand or give a kind word when needed. That she leaves a large circle of friends was seen by the large gathering that attended her remains to their last resting place. No one knows the value of a wife and child in the home until called to meet with such a terrible experience as this. Wife and child nearly at one blow, stricken down by the grim monster Death. Can any one wonder that the bereaved husband is almost heart-broken, and is there any one who will not join in sympathy with him? May the loving Savior help our brother to believe that the Lord doeth all things well, and may God, in His tenderness and mercy, bless the four little motherless children, and give our sad brother strength to bear with patience his great affliction.

At a regular meeting of Battle Creek Division No. 6, O. of R. C., a committee was appointed to prepare the following resolutions:

**WHEREAS**, God in His infinite wisdom has seen fit to remove from our midst the beloved wife and child of Bro. Craft, be it

**Resolved**, That while we recognize the infinite wisdom of God in this act, we do not the less mourn with our brother in his great affliction; and be it further

**Resolved**, That we extend to him our deepest sympathy in this sad hour, and point him to the Savior, who will wipe our tears away and supply the place in the heart of the friends that are gone. And be it further

**Resolved**, That a copy of these resolutions be given to Bro. Craft, and a copy sent to our MONTHLY for publication, and that they be spread on the records of Division No. 6.

N. E. RETALLICK,

H. S. VAN DUSEN,

J. E. LINDSAY,

Committee.

*Battle Creek, Mich., Aug. 29, 1887.*

**Frith Geo. A.**—Died, at the Kimball House, Atlanta, Ga., September 3, 1887, in his twenty-ninth year, Geo. A. Frith.

At the time of his death, Mr. Frith was employed by the East Tennessee, Virginia & Georgia railway as passenger conductor, running between Atlanta and Brunswick, a position which he had filled with ability and credit to himself as well as to the entire satisfaction of the company and its officials.

He was born in Spencerport, Monroe county, N. Y., January 10, 1859, and first entered the railroad business in the service of the Atchison, Topeka & Santa Fe railroad, afterwards connecting himself with the Chicago, Burlington & Quincy in the capacity of conductor. Previous to his coming south he occupied a similar position with the Chesapeake & Ohio.

Coming south last year, he served but a short time in the capacity of freight conductor, when his thorough knowledge of the business prompted his superior officers to place him in charge of a passenger train, and so well did he fulfill the duties devolving upon him that his death was universally regretted by the officials whom he had so faithfully served.

The immediate cause of his death was the result of a severe congestive chill from the effects of which his system could not be made to rally. A few days previous to his death—he having obtained a leave of absence, and being on his way to Tate Springs, Tenn., to recuperate his system, which had become impaired—he became so ill that it was deemed advisable for him to return to Atlanta.

It was his intention upon leaving Tate Springs to go on to Virginia to join Mrs. Frith, who was at the time visiting relatives there. It was here the sad tidings announcing her husband's illness reached her. Hurrying to Atlanta, she reached his bedside some several hours before his death.

His remains were taken to Hinton, W. Va., for burial.

His sudden demise was a painful surprise to his many friends, all of whom deeply deplore his untimely end. Although with us only a little over a year, he had made many staunch friends among the employes and the traveling public, who will greatly miss his genial countenance and affable manners.

Mr. Frith, in addition to being a member of the Masonic order, also belonged to the Knights of Pythias.

To his bereaved widow and sorrowing relatives are extended the heartfelt sympathy of the fraternity and his many other friends.

A FRIEND.

*Atlanta, Ga., Sept. 20, 1887.*

**McKinstry**—WHEREAS, It has pleased the Grand Chief Conductor of the Universe to knock at the door of our division and to summon by death our beloved brother, William McKinstry; therefore, be it

*Resolved*, By Chicago Division No. 1, O of R. C., That while we bow with humble submission to the will of Him who doeth all things well, we do sympathize with the young wife of our late brother, who has been so sorely afflicted.

*Resolved*, That in the death of Bro. McKinstry, Chicago Division No. 1 has lost one of its faithful members and the Order a worthy brother.

*Resolved*, That we tender our heartfelt sympathy to the wife of our dear brother in this her hour of sorrow, and refer her to Him who has promised to be a husband to the widow, and whose loving care will protect all who put their trust in Him.

*Resolved*, That a vote of thanks be tendered to the officers of the Illinois Central railroad for their kindness in furnishing a special train free from Champaign to Kankakee and return.

*Resolved*, That the charter of our division be draped in mourning for the period of thirty days.

*Resolved*, That these resolutions appear in the minutes of our division, in the RAILWAY CONDUCTORS' MONTHLY, and a copy be sent to the bereaved wife of our deceased Brother.

C. A. LOOMIS,  
A. W. BELLOWES,  
E. A. SADD,  
Committee.

Chicago, Ill.

**Cordella M. Gould**.—Daughter of F. I. Gould, of Division No. 9, was born at Great Valley, Oct 29, 1880, and died at Collision, Kan., May 28, 1887, after an illness of three days only of organic disease of the liver. She was a very bright, amiable little girl, and since the death of her mother three years ago, has been a great source of joy and comfort to her father. Her sudden death was a great shock not only to her father and relatives, but to her school-mates and large circle of friends.

**Gunnip, John**.—At a regular meeting of Cin. Div. 107, Sept. 25, 1887, the sad intelligence was received of the death of our esteemed Bro. John Gunnip, who was fatally injured on the D. & R. G. Ry at Butler, Colo., Sept. 18th, and died Sept. 21, 1887. A committee was appointed to draft a set of resolutions, which, when proposed, were unanimously adopted by the division. The resolutions are as follows:

*Resolved*. That while submitting with human patience to the Will that has deprived us of his presence, in a way we cannot question, we deeply feel the absence of our friend and brother,

*Resolved*. That in his sudden departure we recognize the slight thread that binds us to earthly things, and that the danger of our calling should make us more firmly united by those ties of friendship which bind us together.

*Resolved*. That our hopes extend beyond this life for his happiness in a firm belief that there exists a better state in the long eternity towards which we are progressing.

*Resolved*. That to his relatives our sincere sympathy extends, more especially in the consideration of the sudden manner of his removal.

*Resolved*. That our sincere thanks be extended to the members of Divisions No. 36 and No. 44 and the members of the O. R. C. who so kindly cared for our fallen brother.

*Resolved*. That to his immediate associates with whom his daily duties brought him in closer connection, we turn our sympathy in the loss they have sustained,

*Resolved*. That a copy of these resolutions be sent to his immediate relatives; also one to the Railway Conductor's MONTHLY journal, and that they be spread upon the records of the division, and that the Hall be draped in mourning in solemn commemoration of the sad event.

W. P. HOUR,  
Sec'y. of Com.

C. G. COLE,  
PETER SPONBERGER,  
WM. McCALLUM,  
Committee.

**Casey, Mrs. Thos. G.**—Mrs. Casey, the wife of yardmaster Casey of the Missouri Pacific died yesterday at 2 o'clock with typhoid malaria. The lady was only sick about ten days. Her death will be a shocking surprise to many, as she was the embodiment of perfect health. It is very doubtful if in the city of Denison there was a lady of finer personal appearance or who seemed to enjoy better health. The deceased was 35 years of age and leaves two sons who are attending the Christian college at Cape Girardeau, Mo. Mr. Casey left last night with the remains for Galion, Ohio. She was the wife of General Yardmaster, Thomas Casey, at Denison, Texas.



# THE RAILWAY CONDUCTORS'

## MONTHLY.

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EDGAR AUSTIN SADD.

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Edgar Austin Sadd was born October 13, 1838. His father, Harvey Sadd, a lumber manufacturer, came from Ashtabula, Ohio, to Madison, Wisconsin, in 1849. The family consisted of father and mother, one brother older than Edgar A., with two sisters younger. The educational advantages of this brother in his youthful days were very good, indeed, but not unlike many a one both before him and after, were not improved to the greatest advantage in the time which should be occupied in fitting ourselves for the future, and the busy portion of one's life, still not realizing the necessity of earnest culture in the boyhood days, as he has since. There very luckily in this young man's case came a presentment or manifestation which in part made up for many a deficiency in the benefits which might have arisen from a higher and perhaps more esthetic plane of education. This in part arose from a natural and seemingly intuitive desire to perform duty which was intrusted to him by his employer, with a confiding faith in the old maxim, that "honesty is the best policy," both in a business point of view and also toward his friends and acquaintances. So at the age of 21 we find him in the little village of Augusta, Ill., engaged as switchman for the C., B. & Q. R. R. Co., at the munificent salary of \$19.50 per month, out of which he paid \$10 for board, leaving a snug little surplus of \$9.50 per month, or \$114 per year to expend for clothes and the necessary expenses attending the life of a young man willing and anxious to make his mark in the world. Four months later we find his name enrolled on the company's books as brakeman on the Colchester coal train, Harry Steck conductor. From this position he was raised to that of baggagemen, and in November, 1862, to passenger conductor on the Quincy branch of the same road, and after awhile transferred to the main line from Chicago to Burlington, Iowa, remaining in the employ of this company as passenger conductor for 23 years. And kind readers, in this capacity, pardon me with no idea of offering any false praise or seemingly fulsome words for dropping just one thought for the benefit of many a young conductor who may chance to read these lines. In every branch of the railway service, (and no less in the fraternal walks of life) it always appeared clear to the mind of this brother that one of the most essential elements in the permanent success of both the master and the servant was in endeavoring to make every passenger on his train feel at home while under his charge

by being genial and companionable, always ready with a smile to answer all questions, however foolish they might seem to him, and every passenger under his charge, whether rich or poor, handsome or homely, feel almost, for the time being, that they are stockholders in the road instead of intruders.

May 2, 1866, Bro. Sadd was married to Miss Guy Roland, of Quincy, Ill. Two children, just a happy pair, now aged 17 and 15, a boy and a girl, are spared them to bless and cheer their lives in the years to come. May 15, 1885, he was appointed general baggage agent of the C., B. & Q. system by its efficient general manager, Mr. Henry B. Stone, his territory embracing a mileage of 3,537 miles, with 675 baggage stations. Bro. Sadd is a member of the Old Reliable Insurance Co., joining it in 1869; also a charter member of the Chicago Mutual Aid and was one of its first directors; has served as president, first and second vice president, and is at present a member of the board of directors. Perhaps no one person has done more for this noble organization than Bro. Sadd. He became a member of the old Conductors' Brotherhood in 1868, and was elected its first grand secretary, and to-day fills the position so ably as treasurer of Chicago division No. 1, Order of Railway Conductors of America; having been elected as its chief conductor for a period of ten years.

And now, as the years of life roll swiftly by, we can but feel that to him, his estimable wife and children, there must now and then come this one happy thought, that amid all the changing vicissitudes of life that that they are all respected by the brothers of the Order of Railway Conductors, as also by their almost countless friends in other organizations of which he is a member, as also by so many of the traveling public (his old friends.) And here we leave him with many kind wishes for him and his—

Till the Master calls, and the servant shall stand at the door,  
Where friends are more true and steadfast than ever before.

E. H. B.

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A rich girl may be homely, but she will never know it by hearsy.

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He—And may I see your father to-morrow, dear? She—Yes. I suppose its too late to see him to-night. <sup>u</sup>

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"Yes," said Miss Spinister, with an engaging simper, "I have seen twenty-six springs." Who is your oculist?" inquired Mr Oldboy. "My oculist?" "Yes." If you have only seen twenty-six springs you must have been blind at some time."

*ADDRESS TO MUTUAL AID AND BENEFIT CONDUCTORS INSURANCE.*

MR. PRESIDENT, LADIES AND GENTLEMEN :—I presume you noticed on page 48, printed proceedings of our last meeting, where our worthy President says, "A bright idea has just struck him," viz., "that we can find a place to use our Second Vice President, Ed. Coman, and that is to deliver the annual address at the next convention." Now President Sandy announced this with all the enthusiasm of one who believed he had made an important discovery, and he acted as something had struck him, and he called it a "bright idea." I am glad he named it, for I believe you will agree with me in saying it is the only "bright idea" connected with my address, and it remains for you to decide whether even that was a bright idea. No doubt you will feel before I am half through this address that you ought to sit down on me and then stand up and strike him down for this bright idea. During the past 12 months I have done everything I could think of to have some kind of an idea strike me, but no, President Sandy got the start of me and then locked the switch. However, as all the delegates agreed with Brother Sandy and voted in accordance with his suggestion, you, and not I, are to blame for the dose I have mixed up for you. While I confess it is not very pleasant to take, still it is harmless, for I have taken it at least once a day for the past six months. Even my venerable friend, the "Deacon," voted with the majority and seemed only too glad to shift the task from his shoulders to those of your humble servant; and while he was doing so, methinks I could detect a smile of satisfaction playing like sunbeams all over his broad, good-natured countenance, which seemed to say to me, "Well, Coman, they have got you now," and I confess you have got me and have had me ever since we adjourned our last meeting. But to-day I have got you. For while I know all about my address, you do not; and I have my doubts as to your knowing any more about it even after I have finished reading it. But you can bear the infliction for a little while I am sure, and in order to encourage you to submit to this process of boring without an augur, let me say to you, think of my family during the 12 months I have been preparing this profound address of shallow ideas. Think of my wife and children, how they suffered. This address has preyed upon my mind to such an extent that I have been informed I have walked the floor for hours at a time in a semi-somnambulistic state, and this habit had grown upon me to such an extent that my family ceased to pay any attention to me. The children were instructed by their mother to keep a close watch on me, and report

the slightest indication on my part to walk in the back yard and jaw the pickets in the fence. So my poor wife soon became accustomed to any or all of the children rushing into her presence screaming out, "Mother, father has got the address on the brain again." The neighbors, too, were very good to my wife. They would call her up at any hour of the night to inform her that the old man was sitting on the back stoop with a lighted candle in his hand, looking for a "bright idea" on a dark night. My wife was very kind; she would let me wear the candle out, which I did repeatedly, and I almost succeeded in wearing my family out at the same time. At last the idea of my address struck me. I recovered from the shock, and I hope you will also. My subject is entitled, "The Railway Conductor of the Past, the Present and the Future." You notice I have divided my train of ideas into three sections. I will now start the first section, and I ask you to devote with me a few moments to that great body of conductors who have called out "all aboard" for the last time, and are now, I trust, running trains on a Heavenly schedule, where danger signals are never seen. The history of the conductor, his duties and responsibilities are coextensive with the growth and development of the great railway systems that to-day gird the continent and branch in every direction. The early conductor had very little to do compared with the conductor of to-day. Still they discharged their duties with that promptness and fidelity required in no other branch of railway service, and the same close and continued attention to a commercial or professional life would, I am sure, secure for many who have been compelled to retire on account of old age a competency that would smooth the rough and rugged road of life, and without something saved for our old days, such a future is indeed discouraging. I desire now to speak of a conductor who deserves more than a passing notice; one whose memory should indeed be commemorated in bronze—I refer to William F. Harnden. He was conductor on the first train of the first railroad in operation in the United States, the Boston & Worcester, chartered June 23, 1831, and first operated in the spring of 1834. Conductor Harnden, after several years' experience, saw the necessity of some method whereby packages, parcels, boxes, etc., could be received and delivered from one city to another; and, while acting as conductor, conceived and inaugurated what is known to-day as the express service; and history tells us the first regular express trip of Mr. Harnden was made February 23, 1839, between New York and Boston, and the Boston *Transcript* of March 31, 1839, contains the first editorial allusion to the express business, which reads: "Harnden's express, between Boston and New York, has been running since the 4th of March, and is found

highly convenient to those who wish to send small packages or parcels from one city to another. Mr. Harnden may be confided in for honesty and fidelity in the discharge of his engagements, and it affords us much pleasure to recommend his express to the notice of our readers." Harnden's express at that time consisted of a *valise*, "which is now in the possession of Benjamin P. Cheney, Esq., of Boston." Now imagine, if you can, the business that has developed from that conductor's effort in starting with the aid of a valise the express system. From that valise has sprung a system and a business that to-day employs 50,000 men, representing an investment of nearly \$100,000,000.

Let us look at some of the conductors who have laid down the punch and stepped upon the limited train of promotion, and by their intelligence, ability and a determination to surmount all obstacles, are to-day recognized as the most successful managers and superintendents in the country; and they have clearly demonstrated that they can run vast systems full as well as they could their trains; and this characteristic is fully exemplified in the person of the late A. A. Talmage as general manager of the Wabash railway, who, I am proud to say, was one of the organizers of the first conductors' insurance association—the "Old Reliable" of Columbus, Ohio—and he died a member of that organization in good standing, paying all assessments. The late S. S. Merrill was at one time a conductor. Look at those conductors who are to-day directing vast railway systems, such as D. A. Olin, assisant general superintendent of the C., M. & St. P. Ry.; A. N. Towne, general manager of the Central Pacific; John B. Morford, superintendent of the Canada Southern; Walter H. Barnes, general manager of the Boston & Albany; S. D. Reeve, superintendent of the Chicago & Alton; Charles E. Pugh, general manager of the Pennsylvania Ry. east of Pittsburg; S. E. Crance, superintendent of the H. & St. Joe Ry.; S. H. H. Clark, general manager of the Mo. Pacific system; James R. Donnelly, superintendent of the Lehigh Valley; Milo Eastman, general superintendent of the Detroit & Bay City Ry.; J. F. Harahan, general manager of the Louisville & Nashville; W. M. Geary, superintendent of the Philadelphia, Newtton & New York Ry.; George F. Gage, general manager of the Huntington & Broad Top Ry.; David S. Hill, general superintendent of the L. E. & W. Ry.; C. H. Chappell, general manager of the Chicago & Alton Ry.; C. M. Bissell, superintendent main line of the New York Central; Geo. R. Carr, general superintendent of the Columbus, Hocking Valley & Toledo; G. M. Burrows, superintendent of main line and branches of the New York Central east of Buffalo; Richard Carroll, general superintendent of the Cincinnati, New Orleans & Texas Pacific; R. H. Chamber-

lain, superintendent Chicago division of the C., R. I. & P. Ry. ; A. V. H. Carpenter, G. P. & T. A., C., M. & St. P. Ry., also graduated from the punch ; he was conductor on the Vermont Central 38 years ago. Marvin Hughett, president of the C. & N. W. system, also laid down the punch and has ascended to the highest round in railroad management. D. J. Chase who, for 13 years was conductor on one run on the Michigan Central, serving that company for 20 years as conductor, trainmaster and superintendent, and has filled for years the responsible position of general superintendent of the Santa Fe system, and has now made this city his headquarters to fill the same office for their Chicago and Kansas City line—a part of that great system. His successor at Topeka is another old conductor, in the person of Geo. L. Sands, general superintendent of the A., T. & S. F. Look also at O. L. Lyford, general manager of the Chicago & Eastern Illinois ; David MacKenzie, general superintendent of the Mexican Central ; A. W. Dickinson, general superintendent of the Mo. Pacific Ry ; W. S. Kemp, superintendent of the St. P., M. & M. ; Charles D. McKelvey, superintendent of the N. Y., S. & W. ; J. O. Brinkerhoff, superintendent Kansas division of the U. P. ; H. W. Diggins, superintendent of Memphis division of the K. C., F. S. & G. ; C. W. Johnson, superintendent of the O. R. & N. Co. ; James W. Dalbey, division superintendent of the Mo. Pacific ; F. W. Underwood, general manager of the Minneapolis & Pacific ; L. D. Hopkins, division superintendent of the Mo. Pacific ; James W. Phillips, superintendent of the Gulf, Colorado & Santa Fe ; W. I. Allen, superintendent of the C., K. & W. ; E. J. Sanford, division superintendent C. & A. Ry. ; C. L. Dunham, superintendent Union Depot Co., Kansas City ; and I desire to call your attention to another old conductor in the person of E. C. Brown, general superintendent of the Michigan Central Ry., and here let me digress for a moment and say: To Mr. Brown you are indebted for whatever good or ill you may derive from this address, for to him I owe my first start in my career on a railroad as a newsboy on his train in 1856, and from that start I have continued and have graduated through the various grades of train service until to-day I am enjoying the proud distinction of reading an address before a body of conductors and their ladies. I could continue in this list the familiar names of scores upon scores of old conductors who have won honor and reputation as able and sagacious managers and superintendents of the various railways throughout the land. Still I cannot close this section of my address without paying a slight tribute to the two old conductors who, some ten years ago, signed my application for membership in this association. I refer to Mr. J. M. Buckley, assistant general manager of the Northern Pacific, as one. The

other is J. L. Barnes, superintendent of the Southern Kansas Ry. The latter is still a member of our association, and pays his assessments with a promptness that other members could well emulate. The success of those whom I have mentioned tells us we can also succeed by paying that close attention to every detail that is necessary to educate us for a higher calling. I have called your attention only to those officials who are high upon the list. I have gone, so to speak, into the railroad field and selected the highest and ripest fruit in the orchard of promotion. Soon they, like the windfalls, will drop out of sight ; but there is a large, healthy and vigorous crop of conductors already opening into that experience in railroad management who will be able to take their places, and not only govern the various systems without the slightest jar in their movement, but, like their predecessors, shed a luster upon the positions they at one time held as conductors. With the close of this, the first section of my address, I start the second section, and stand face to face with the conductors of the present.

And what a character he is ; what experience he has ; what opportunities to study human nature in all its phases ; what chances to see the inside and outside of life. From the emigrant cars in front, loaded with its peculiar people, accompanied by that *peculiar fragrance* that *strongly* indicates to the conductor the first time he enters the car what line of steamers the emigrants crossed the ocean in, and so on through his train from the smoker and coaches even to the palatial Pullman cars at the end. He finds all kinds of humanity ; of all shades, of all ages, of all nations, of all creeds, and, I might say, of all ideas. And our conductor of to-day must work this train, and while doing so must be the "pink of neatness" and good nature in his appearance and action. His character, like his uniform, *must* and *should* be *spotless*. A Chesterfield in manner ; a walking encyclopedia of railroad information and statistics, such as connection, distance, time, the weather at each end of the road, the crops in all the adjoining counties, etc., etc., and I claim that the conductor of to-day is one of the most important factors in the success and popularity of the road. For by that kind attention to all his passengers, even the pulling down of the blind on the sleeping passengers so that they will not be annoyed by the sunlight, to the dropping of a kind word to an anxious, nervous passenger ; the promise to see to the old lady traveling alone when she changes cars, and the general disposition on the part of the conductor to make his passengers feel at ease, comfortable and good-natured will do more to advertise his line than all the printed matter the traveling agents can distribute. Sure, the general agents, aided by their traveling agents, secure business for their respective lines ; but it remains



for the treatment the conductor bestows on his passengers to determine how they shall return. And, in this day of competition, fast line and parallel lines, the conductor is instrumental in securing or diverting a large share of business to or from his line; and this fact is more apparent since the "inter-state law" has been in force. No parleying, no discrimination, no division of business or revenue. Each railroad must now depend on the facilities, accommodation and treatment they can offer the public for the patronage they receive. Hence, the conductor who recognizes this fact and governs himself accordingly, is indeed a valuable servant to his company. Every passenger is, to some extent, a hero in their own social circle, on his arrival at his journey's end, and especially is this the case with those who live in the country at small towns adjacent to the railroads, and soon the neighbors, as well as the household, know all about the route, and how the traveler was treated, and how kind and attentive the conductor was to all his passengers, and what a good company it must be to keep such nice, pleasant conductors. Should the conductor be an exception to this rule, and I admit *there may be one*, then he, as well as the road, receives a certain amount of censure that will not do to use as an advertisement for that company. The conductor is governed by rules so rigid that there is no deviating. Yet some of the passengers think he can twist or bend them to suit their own particular case. Some passengers are willing, in fact almost insist, we shall extend the age of their tickets when the limit has expired. But how angry they do get at us when we insist on the age or limit of their children before they expire. Now let me describe to you the inconsistency on their part: They want a 10-day ticket extended to 15 days, and then want a 15-year old child reduced to a 10-year old ticket. I could cite some strange experience on my own train on this subject. To illustrate: A man, woman and child, the latter say 8 or 10 years old, gets upon the train. The conductor receives two full tickets and asks if they have a ticket for the child. "Why, no," they say, with all the innocence of a confidence man, "that child is only just past five years old!" The child has then and there received its first lesson in misrepresentation and its parents are the teachers. The financial consideration involved in the misstatement of the parents probably amounted to 40 cents. The moral consideration involved, by the impression the child receives, cannot be computed by dollars and cents. I will go farther and say, the conductor of the present plays the roll of a minister on wheels, and I contend he can preach as good a sermon, taking his text from his experience and the opportunities he has while on his train, as half the ministers can from their pulpits on the Sabbath. Who knows

better than we do how much profanity we can prevent by being cheerful and attentive to our passengers? Take for example the chronic kicker, who never did like the road, how easy the conductor can smooth him down and leave him laughing at some joke or remark, and then pass on to the next passenger, an old woman starting out on a long journey, anxious, nervous, yes almost sick over the trip before her. The conductor tells her he will look after her and assist her on the right train, and put her in charge of the next conductor, and then the old lady is happy, and wonders why she dreaded the trip so. And so by treating every one to some kindness, the passengers are at ease and good-natured, and seem more like Christians than before they got upon the train, and they reach their homes loud in their praise of the road and the conductor, and declare railroad men are not so bad after all. Now I claim we can in the discharge of our duties as conductors make humanity better pleased with itself. We can take the thorns from the crank and reduce him to the common or dead center of good nature. We can teach the blind to see, or at least feel, how easy traveling can be made for them. We can drop a kind word here and there; convince the professional dead beat that he cannot succeed in his little game; sympathize with a funeral party in one car; congratulate the bride and groom, who are on a wedding trip, in another car, and, in fact, try and make every one happy, and let the traveling public know the *conductor has a heart*, which will in a great measure atone for the lack of soul on the part of the corporation by which he is employed.

Let us devote a little time to that class of conductors whose work is never done—the day is not long enough for him or his run. I refer now to the freight conductor of the present. True, his train may be equipped with all the modern improvements, such as a sixty-ton ten-wheel engine and cylinders that never know when they have loads enough behind them, air-brake cars, speed recorders, and a switch list for every agent on the division. And for every improvement he is favored with is added a few more cars to look after. No doubt you have heard this expression, “The brakeman of yesterday is the freight conductor of to-day and the passenger conductor of to-morrow.” This motto I had engraved on my mind for years, and when braking would repeat it to myself almost every hour, especially when my conductor was not feeling well; not that I hoped or even expected he would die on the run, and at least the middle section of that sentence would become a fact in my case, no indeed. I always thought I would die before my conductor got better, and on wet, stormy nights the only consolation I had, while everything I had on was as wet as the right-of-way, this beautiful motto

was always dry in my mind. Now I confess this motto does not hang fire very long as a general rule in the connection between the brakeman and the freight conductor. But in many cases the last part of the sentence never does go off, though I have seen lots of firing all around it. How many a freight conductor has worked from early morning until late at night, probably on the local or way freight, and at every station he gets into his way-car, opens an office on the head of a barrel of sugar, and proceeds to check out his freight until the platform looks as though he was invoicing a junk shop; and so on, day after day, until the conductor almost worked out, tired and discouraged, thinks like the poetess who, I hope, did not have a brother running local freight when she penned these beautiful lines :

"Yesterday is passed, to-day is ours,  
And to-morrow may never come."

I might add to the freight conductor. And instead of calling out "all aboard," he calls out "one keg of nails over," and "a hock of cheese short." The passenger trains pass him, and he envies the easy time he thinks the passenger conductors have. Do not be surprised at this statement that the conductors have such a feeling of envy, for I confess I had more time to indulge in that feeling myself when I was running a freight train than I have ever had since. At last the freight conductor receives that magic order—to run a passenger train. And I venture the assertion that no matter how short the train or the run, yes, let it be even in mid-winter, he will sweat more that day than he would all summer, answer all the questions in the Bible and dictionary, and it seems to him as though all the passengers were loaded with conundrums for the occasion, and he will register in the run as tired as though he had run two locals on a hot summer's day, and he wonders how the boys can look and act so easy when they have so much to contend with. The freight conductor can never know or appreciate the work and responsibility there is attached to the duties of a passenger conductor until he dons the uniform and all the annoyance and perplexities that go with it. Still, to be a thorough, practical railroad man, we must devote a portion of our time to the various grades of train service in order to fully and thoroughly understand them. Though I admit some have passed through this experience with a speed that indicated some one strong in power was pushing him, still a large majority of our passenger conductors have ascended from the freight to the passenger grade with that slow-measured speed, like the heavy freight train creeping over the summit of the highest grade. The latter has a full train of loads; the former also has a full train of experience before he reaches the summit of the conductor's ambition—

a passenger train. The conductor of the present is capable of higher duties, even the running of a train. The intelligence, judgment and ability that instituted a business commencing with a valise and the courage to overcome all obstacles; the confidence that it would some day become a necessity, yes, I might say an important factor in commercial life, and the proud satisfaction of knowing the business has developed, until to-day there are 10,000 cars in service daily in the express business. And this system has crossed the ocean and is established in every city in Europe. It is but a just tribute to the memory of the first conductor, whose business tact foresaw and carried out this idea. The same attributes coupled with that geniality and good breeding that is the natural result of the mingling with, or, if you wish, the checking of all grades of society that are placed before the conductor for his inspection, has so educated the conductor of to-day up to that high moral and social standard that the traveling public have learned to look upon him as a paragon of manliness and useful information, and while upon his train he is on an equal standing with the philosopher or millionaire. This same intelligence caused a group of conductors to assemble in this city some 13 years ago to formulate laws and organize this association, and of whose record they well feel proud; a record that all members can take a just pride in, when we consider we have paid out close on to \$400,000 *without the loss of one cent*. Let us pause for a moment and think how much good \$2,500 has done for those of our calling who have been maimed for life. Then think of the widows and orphans deprived by a sudden wreck of husband and father. Sure, the \$2,500 will not replace the loved one who started out on his train as he had done for years, until he seemed to think no accident would befall him. But alas! the sudden storm, the unlooked-for wash-out! His train is wrecked, and the conductor returns to his loved ones no more, and soon he is laid to rest until the Supreme Conductor shall call out all aboard for final judgment. The first great burst of grief is past, and mother has time to consider her worldly goods and how she alone can best battle with this cold and forgetful world and keep her children around her. She, poor woman, is appalled at the task before her. She seems discouraged and almost heart-broken. The future is, indeed, dark and gloomy for her, and in her anguish she supplicates Him, who has taken away her husband, to send her friends. When, hark! a knock at the door! She directs her boy to open it, and in slips the conductor who has run opposite her late husband on the same trains for years. He is the local secretary of the Mutual Aid and Benefit Association, of which her late husband was a member, and he has called to give her a check for \$2,500. The money

was sadly needed. There was a small incumbrance on her home, and she was anxious and perplexed to know how she could remove it. Another term at school for her son and then he would be in condition to help his mother. Now the poor woman feels as though God had listened to her prayer and takes new courage, and resolves to live and labor for her children's sake and bring them up in a manner that will reflect honor upon their father's name. The local secretary advises and counsels with the mother in regard to paying the mortgage and investing the surplus so she will derive a little income. The conductor closes the interview, leaving the mother feeling that her late husband's friends will be hers and the local secretary departs from the house of sorrow, happy that he was the bearer of \$2,500, gathered in assessments from his brother conductors throughout our organization. Probably it is the first benefit he has ever paid. He will never, never forget it. The gratification of being the medium in representing the members of this association in paying the widow of one of our late members \$2,500 will more than repay him for all his trouble and work in attending to the duties of local secretary of the Mutual Aid and Benefit Association. This is the proper station to stop this section of my address relating to the conductors of the present in the act of aiding the widow of one of our late members, and this duty is performed by some local secretary at least once every month during the year. What greater honor can any organization have or ask than the knowledge that its members are doing this work, not for themselves, but for those who are depending on us for support? Then, I say, all honor to those who organized this association. Let those who are members now participate in that honor, and let us as delegates and members of the Mutual Aid resolve that we will labor to keep our organization one of harmony, brotherly feeling, full membership, and prompt in the payment of all just claims.

We will now shut the switch on the conductor of the present and try and open one in our imagination upon the conductor of the future.

The wheel of time will continue to revolve. There is no earthly brake that can stop its progress, though we can step into the car, pull the automatic and stop the train almost in an instant. We are powerless, with all our machinery, to even check the course of time. That brake is controlled by Him who, when He sets it, the wheel will stop and time shall be no more. So, until the Supreme Conductor of the Universe applies that brake, we know that time will go on, and with it will come the conductor of the future. What of the conductor of the future? Who can tell what he will be? Will he, can he improve as far ahead of the conductor of the present as the present is ahead of the past? If so,

then he must indeed make rapid strides in his advancement and knowledge, and when will he stop? Will the trains of the future, their equipments, the cars, and the running of the same leave those of the present as far behind on the road of improvement and new ideas as we have left the old roadbed, the old strap rail, the old chair joint, and coaches that even a "Jim Crow" circus would not now use as cages for their animals? I have not the slightest doubt but that the conductor of the future will be found equal to and educated up to the highest point of improvement that may be introduced in the train service of the future. It was only a few years ago, when the railroad world was astonished at the idea of a train rushing over through the land on a schedule of over 50 miles an hour, picking up the mail without stopping. Who knows but that the fast trains of the future will do the same with their passengers? And then I look for the conductor of the future to be not only a physician but a coroner also. As his train goes rushing through the towns and cities, picking up their passengers with an attachment similar to that used in catching the mail on our limited trains of to-day, the conductor of the future can then grab his passengers by the neck as soon as the body-snatcher drops them on the floor, search them and find out where they are going, put tags on them, and have them placed at the proper chute for dumping, and all before the passengers recover their breath or know what has transpired. The ticket agent of the future, instead of asking the usual question of to day when a passenger calls for a ticket, "do you want an accidental risk?" will say to *his victim*, "do you want a ticket with or without chloroform?" I have no doubt some enterprising road of the future will have an inhaling room, so, when the train is late, the passengers can enter the inhaling room, fill up with chloroform and then forget themselves and know nothing of the trip, even though they were grabbed up at one station and shot out at another, and the train making 60 miles an hour and no stops. Now you can see the utility of the conductor being a doctor as well as a coroner. Should any of his passengers fail to come to in a reasonable time, or should the conductor be in a hurry, he can impanel a jury of those who are alive, pass the usual verdict: "died by being softer than the body-snatcher, telegraph the agent at the next station to have the trap open, we have another passenger for the pit." In conclusion, let me say to the conductors of the future, the conductors of the past and present have organized for you and successfully managed the best insurance association on the mutual aid and benefit theory in existence, and we have clearly demonstrated that *they are a success in practice*, and in witness of this fact I call up the "Old Reliable" of Columbus, Ohio, and the one

million and over one hundred thousand dollars they have paid out in benefits. Also the Order of Railway Conductors' Insurance Department and the \$216,000 they have paid out in benefits ; and here we are assembled at this, our thirteenth annual convention, and the good we have done in paying out over \$400,000 in benefits. Think, then, of the great amount of good these associations have done for conductors who have been maimed for life, and the widows and orphans of those who have entered upon the long sidetrack of Eternity. We bequeath their organizations to the conductors of the future. Let them examine our records, note the good we have done, and we place in their keeping our Certificate of Incorporation. Guard it ; it is a priceless gift. They receive it with heads uncovered and exclaim, " Well done, thou good and faithful conductors. You have organized, fostered and handed down to us an association that is indeed an honor and a credit to even the intelligence of a conductor. We will so conduct its affairs that the history of the Mutual Aid of Chicago shall be coeval with the history of the conductors of the future."

EDWARD B. COMAN.

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*ADDRESS OF MR. J. B. W. JOHNSTON, DELIVERED AT  
THE OPENING OF DIVISION NO. 45, AT NEWTON,  
KANSAS.*

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GENTLEMEN:—I was requested yesterday by one of your members, Mr. Carswell, to come up here and say a few words of encouragement, if I could, to you, and as railroading has been the principal business of my life—having followed it for eighteen years—I feel a decided interest in every man who earns his bread in any capacity on a railroad. There is certainly a more friendly feeling among railroad men in all branches of the service than among any other class of men or wage-workers in any country in the world ; and this is certainly true of American railroad men. There is no type in the world, of railroad men, such as we produce in America. The railroad man here earns his position by his brain and his industry, not by his relationship nor from any accident, nor by the influence of any Government, as is the case in foreign countries.

You have met to effect an organization for the purpose of your mutual improvement. How well you have established your organization time will tell. You have a great many things to learn, as all organizations yet have had to learn, and as you have many things to guide you—

the successes and failures of other organizations—there is no doubt but that you have laid your foundation firmly.

The operator, as railroads is run in this country, are the most important man of the service; and it is therefore necessary that his head should be clear and his attention be always on his business, if he makes a success of it, and must work for his employers' interests as well as his own. I claim that when a man works for the interest of his employer he is working for his own as well.

There will seldom be a change when you have acquired a taste for the business. The chances are that a man who starts in the railroad business will never be content to follow any other calling. There is a fascination about the business that is hard to overcome; it is not only the fascination but the possibilities of the business that attract the young and energetic which we cannot reach in any other business. I do not pretend to say a railroad man is not fitted for any other business, but I do say that the mind constantly running in one channel, whatever the business may be, will naturally revert to that channel, which generally unfits the man for successful competition with men especially fitted by instinct and education for other business. This accounts for the numerous failures you have no doubt observed of railroad men who have embarked in other enterprises. I am one of these failures myself.

It is therefore proper, in this country, that all men should know that the best thing for the railroads is the banding of employes together. This centralizes the business, and makes its members feel, act and think as one man. In this organization you have a head—the Grand Chief Telegrapher—who is the authorized head of your Order; through him all business must pass, and he is the operator that manages the whole business.

There can be no business of this kind conducted without forms and ceremonies. Your hopes and aims are worthy; there is no doubt of that. You aim to help yourselves as well as to elevate your profession. While you aim to benefit yourselves, you will as a necessity have to aim to benefit your employers, which makes your time more valuable and raises you in their estimation.

In order to reach the aim toward which all similar organizations are tending, a just and adequate compensation for a competent service, you must make yourselves indispensable to your employers. You have started on the right road to do this, if you say, and you do say by your organization and laws, that none but competent men shall be members of your Order; and this should be observed by all railroad organizations. So I say that the time will come—it won't come in a day, but the fact of



its coming one day is certain—when it will be a sufficient guarantee of your ability and fitness to fill any position up to that of Superintendent of Telegraph, to say that you are a member of the Order of Railway Telegraphers.

There will be no path of roses to tread before you can hope to gain this end. You will find many railroad superintendents who will look at this with a narrow-minded sort of a view. They will say, "I am running this division for so much money; if I increase all the salaries of my employes I become obnoxious to the President of the railroad; the plan for me to pursue is to object to anything that will raise the salaries of my employes."

There never was a more false position taken by anybody in any position in life, if the simple fact of raising the salaries of employes has anything to do with the matter. If the ability to perform the duties of the position is not manifest the salary will never be paid, you can rest assured of that.

When we look at these things and see the money that is squandered by railroad companies for incompetent service, we are certain that time will demand better service.

When you raise a class of employes to a competent standard and to a standard where they command a salary—that is, a living salary—you benefit not only the employe but you benefit the employer by rendering him better service.

Having been identified with the Order of Railway Conductors for a number of years, it is one of the greatest objects of my life to see these organizations of railway employes prosper, to reach a high standard of excellence, prove a boon to employer and employe alike, and to see them recognized by railroads throughout the United States.

We must not forget that there is two sides to the question. It is natural for two men not to see a thing alike, and it would be absurd to expect it. You should, therefore, look at a question from all positions.

You are not providing for to-day, but you are providing for years to come. While you may not be building for yourselves, you are building for those who will come after you, who will bless you for the work that you have done. A man should never be so selfish that he merely works for his own aims and to help himself. When you are helping others you are helping yourself.

I find that the great object and aim of all railroad associations or associations of railroad employes, is to elevate their standard of excellence. He understands the more efficient service he renders the better his chances for promotion, and the better living he will gain for himself

and family. I have railroaded in my time where I have been told that if a native could live on 45 cents a day, I should do the same. I can't believe that. I don't believe it is American, and I don't believe it human. If a native Mexican can live on 25 cents a day, that is no reason why a white man should do the same.

There is another thing I would like to call your attention to, and that is this: If we expect to get a standing we must take measures to impress on the world that we consider ourselves of some importance in the political world. If any of you have noticed in the last appointment of Railway Commissioners for the State of New York, there was not a railroad man on the Commission, while it is a fact evident to you all, and to every thoughtful man, that it should have been divided, and with at least one practical railroad man on the Commission, when there were candidates presented who were thoroughly capable.

Railroad men are divided politically, but they should stand together for their mutual interests, and in this way make their power felt, and compel legislation in their interests. One of the state senators in an eastern state went so far as to say of a railway employe, "This man is a greasy throttle-jerker." I will venture this assertion: That this man has sat in the last session of that body. You must make yourselves felt and known if you accomplish any object—if you elevate yourselves—and in order to do this you must claim recognition.

Congress has never recognized us as a class, and we will have to be in earnest if we hope to secure recognition. Every man knows, that is a railway employe, that the state railway commission should have a railroad man in that office, in some capacity. Tell me, if you can, why Mr John Jones should know anything about running a railroad, and why he should be placed in the position of railway commissioner instead of a practical railroad man? This matter is bound to come up sooner or later, and in working to your interest and the interest of kindred organizations, you should keep this in view. It will be a great help to you and a great help to other associations of railroad men, if people will learn that there is such a thing as an association of railway employes and they can and will stand together for their interests.

It is not necessary to array capital against labor; it is wrong to attempt that. Capital has furnished the means to build and equip the railroads that employ us, and without them we would be obliged to seek other employment. So there is no occupation that should feel the force of this so much as that of railroad men. Capital is not their enemy; it is their friend. The capital that has built the railroads through Kansas this year is no enemy to any man who follows railroading for a living.

because it has provided a living for hundreds of men who were running around the country without anything to do, and who, more than railroad men, are benefitted by these roads?

I did not prepare myself to make you a speech, but I naturally feel interested in your cause, and was solicited by Mr. Carswell, your worthy secretary, to come up and say something to you, whose invitation I accepted, thinking I might, by chance, drop a word of some interest to you as railroad men, or of some benefit in guiding you in your organization.

I feel that you have started right, and it will remain with yourselves whether you carry out the work properly. You will have to work hard, keeping your aim always in view. All your aims must be to work with the view to the harmony of all operators.

I might say something more, but it would be in the same strain, and I will not tire you. I thank you very kindly for your attention, and I hope that every wish that you have expressed and every desire you feel for the good of your cause and for the advancement of the interests of your profession will be gratified to the fullest extent.

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CHILLY.

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She kissed her pug—with haste arose  
And rained upon that creature's nose  
A storm of osculations sweet;  
The swell reclining at her feet  
Remarked, as he looked sidewise up,  
"I wish that I'd been born a pup."  
Then smiling coldly from her throne  
She said, "And were you born full-grown?"

—*Boston Courier.*

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In a school they have to keep up the interest of the scholars in order to pay the principal.—*Merchant Traveler.*

It is said that Roy Downs, of Atchison, has kissed more girls than Gen. Sherman, of the army.—*Atchison Globe.*

When a man is lost in love he can generally be found by sending a belle after him.—*Philadelphia Herald.*

Certain officials should begin to sand their pants if they want to retain their seats.—*Austin Statesman.*

The moonshiner's conscience would, of course, be a still small voice.—*Merchant Traveler.*

The Woman Question—Can you let me have a little money this morning, dear?—*Puck.*

## FRATERNAL.

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All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY Cedar Rapids, Iowa, plainly written on one side of sheet only, and they should reach the office no later than the 15th of the month previous to that on which they are expected to appear. *Name of author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions.

C. S. WHEATON *Editor.*

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SIoux CITY, Nov. 6, 1887.

EDITOR MONTHLY:—In your November issue you refer to the accident near Dubuque Sept. 19, and in your comment thereon, you say that in your opinion rule 104 was the direct cause of the collision. Then you say it is very apparent that the dispatcher was in ignorance of rule 104. That your latter statement is the truth there can be no question, as all the facts in the case justify this conclusion.

I contend, however, that the section rules as adopted by the C., M. & St. P. company are not liable to confuse him who will give them a little study. Rule 45, "When there is more than one train running on the time of a regular train, the leading section or sections (train or trains) will carry red signals, and the following section or sections (train or trains) will have precisely the same TIME TABLE rights as the leading section (train) and no more."

This rule in itself is full, complete and simple to comprehend. But, no doubt, experience dictated the addition of rule 104 as an explanatory safeguard where special orders are to be issued, as was necessary in order to run the two No. 3's to Peru against No. 4, Sept. 19. In our judgment the dispatcher was as ignorant of rule 45 as he was of rule 104. Rules 45 and 104 are all right and are not confounding. We presume that the man who *acted* as train dispatcher at that time was in ignorance of both rules. But the rule that he had the least knowledge of, is rule 106, and reads, "Special orders for the movement of trains will be given in the forms herewith prescribed : \* \* \* "

I think Bro. Sheridan handled the subject well, and that by reason of his interest therein the commissioners and people gained knowledge of facts that otherwise might have been kept covered up.

We should like to have had the following question propounded to Mr. Underwood, and his answer yes or no would fixed the primary responsibility and unquestionable cause of that accident : "Mr. Underwood, in your judgment, and as superintendent, having knowledge of the time table of your road, do you think this collision would have occurred *if the orders concerning the movement of these three trains had been given according to the rules and forms laid down in your time table?*"

This is the only question to answer necessary to fix the blame. As a specimen of bungling and idiotic train dispatching, this case stands supreme in American history.

Yours truly,

SUB.

MOBILE, Ala., Oct. 4, 1887.

EDITOR MONTHLY:—Gulf City Division No. 178 is still here, and after a long silence on my part I will endeavor to give you some of the current news of this locality so far as it pertains to the boys of 178. First and foremost is the arrival of a young conductor; said conductor arrived at the house of Bro. Pat J. Collins on the 15th of September. We (the boys) were fearful of the results, as we did not think that anything short of painting the town red would suffice to show his pleasure of the arrival of this boy, when we remembered that his other five boys were girls; but he seemed to be satisfied when he found on close inspection that the boy resembled him very much. Any way we were all glad that Pat stood it so well, and that he did not paint the town the color of his hair.

The other item of news is that our worthy brother J. Phil Collins has retired from railroading, and has embarked in the commercial business, and is setting up at present a boot and shoe store. Bro. Phil is a conductor of at least twenty years' experience on the Mobile & Ohio, and in that time, we will say, there is no man who has made more friends among every class of people; and everybody that knows him wishes him abundant success in his new undertaking.

All other matters with the division are the same as usual. Business is good on the road, and all the boys apparently satisfied, and with my best wishes for the good of the Order, I remain

Yours in P. F.,

T. E. BUCKLEY,  
Sec'y Div. No. 178.

BALTIMORE, Md., Oct. 3, 1887.

EDITOR MONTHLY:—I consider your train order problem on page 545 of the MONTHLY for October somewhat mixed. Train No. 9 is at "A," and gets order No. 15 corrected at 6:40 P. M.; on arriving at "C" they get order No. 17 corrected at 8:40 P. M., but giving them until 6:05 P. M. to run to "E" for No. 4, or two hours and thirty-five minutes before they receive the order they are supposed to be on sidetrack—miles away. The order cancelling No. 17 is not numbered and is corrected at 4:22 A. M., but your "puzzle" says that train No. 9 laid on siding at "C" 40 minutes, or until the arrival of No. 4, when they started to pull out and were called back and given this order corrected at 4:22 A. M. "Where will they meet No. 16?" is what he asks. I would like to know whether the crew on No. 16 are paid for one time or not, as they are not likely to ever get home if it takes No. 9 five or six hours to be "just leaving" and to get orders O. K'd.

Now, taking it for granted these are all right, why are we not informed as to the rules bearing on the case? In the first place, I don't think that order No. 17 should have been signed by the conductor until order No. 15 was recalled; at least I have never seen any rules but what required it. Therefore, under the circumstances, I think that I would remain at "C" for No. 16, thereby "taking the safe course." Of course no one can render an intelligent decision except by the rules he is familiar with, which may be directly contrary to the rules governing the actual case. Brothers, give us the rules governing these cases so that we will not have to guess at what you want.

Yours in P. F.,

"J. T. S."

SHARPSVILLE, Oct. 10, 1887.

EDITOR MONTHLY:—In your magazine for September, current year, under the heading of "Mentions," we find a "critique" on the "Chatsworth wreck," in which you assume that the cause of that wreck, and consequent loss of life, was the use of two engines coupled together—or a double-header—to draw the train. Does not your natural prejudice against double-headers as wage destroyers lead you to a hasty conclusion in regard to the "safety" involved in hauling trains with two engines? It is hardly worth while to say that we all know that railway companies run "double-headers" to save the wages of a crew. Now I ask, is there any more danger behind two engines than behind one? I answer my own question, yes and no—more danger of breaking the "train in two" and its attendant casualties if you have a fool engineer next the train, more danger in case of derailment, on account of the greater distance before you can get the train stopped by reason of its greater momentum; but that there is more danger of breaking down a bridge or trestle on account of increased weight, I must deny. The average passenger engine is not heavier than thousands of the cars that pass over our bridge structures every day, with this difference: That the locomotive and tender covers a space of about forty-five feet, resting upon eight or nine pairs of wheels, each of which is a weight-distributor; the freight car of sixty and eighty thousand pounds' capacity is thirty-two or four feet long, resting on four pairs of wheels, whose contact points are about twenty-eight feet apart; thus two engines would cover a space of ninety feet, while three jumbo cars will occupy a little over the same space. Two locomotives, of the pattern usually used to haul passenger trains, weigh about one hundred and eighty-five thousand pounds; three jumbo cars and their loads will weigh two hundred and sixty-four thousand pounds, making a difference of seventy-four thousand pounds in favor of the two engines on the same space, or length of bridge. Therefore, I reason that the fact that there were two engines hauling the train was neither nearly, or remotely, the cause of the Ashtabula or the Chatsworth wrecks; at least not from excessive weight on the bridge, as your "Mentions" would infer.

The Ashtabula wreck was caused—first, by the faulty construction of the bridge, (which was an iron structure;) second, by criminal carelessness on the part of the engineering department in not promptly inspecting and repairing the bridge when notified by the painters that there were "nuts off" the strain rods, upon which the safety of the structure largely depended. Repairs were not made, and in the terrible storm of that night the structure gave way, hurling its passengers down to a fiery death. In the testimony of one of the experts, examined before the coroner's jury, it was given in evidence that the most important provisions of safety had been neglected in the construction of the Ashtabula bridge, to carry out the whim, or theory, of one of the principal officers of the road, and directly against the remonstrance of the chief engineer, (who committed suicide rather than face the courts.) Had the Ashtabula bridge been kept in proper repair, faulty as it undoubtedly was in plan, it would have carried safely all the locomotives you could have stood upon its span. With the Chatsworth bridge it was different; if, as we learn from newspaper accounts, it was a wooden bridge, or trestle, whose age rendered it unsafe for *any* trains. The writer has in more than one instance seen such bridges torn down where the timbers were so rotten that they would not sustain their own weight while being carried out of the structure; and if the Chatworth bridge

had have been thoroughly examined after the wreck, I have no doubt that some of its parts would have been found badly decayed.

Now the breaking or derailing of a wheel from any cause, the coming down of a brake, or any other part of the train that would cause a sudden shock to the structure, would cause a break in the timbers, or in a truss rod of such a bridge, weakened as it was by fire, to say nothing of rot, and would be found to be the more probable cause of such an accident by a jury or railroad men than would the weight of an additional engine, whose bearing on the structure was read over the space of at least one-third of the span of the opening, as Howe truss bridges are seldom built with more than one hundred and fifty feet of span without a supporting pier, and trestle bridges never.

The writer was present at a wreck on the old "Steubenville & Indiana railroad," twelve miles west of Steubenville, where the bridge went down with the train on it, and where only one engine was used to haul the train. The engine and tender ran clear across the bridge, off the track, and the train was precipitated into the creek below. The engineer said, "When I felt the old thing give away, I just pulled her out for all she was worth and broke the coupling, and didn't know any more about it until she stopped in the ditch on the other side." ("She" being his engine.)

Now the evidence in both the Ashtabula and Chatsworth wrecks shows that the near cause of both wrecks was criminal neglect in not looking after the safety of their bridge and trestle structures themselves, and not to the fact that two engines were used to draw the trains. It is a well-settled maxim in law and mechanics, "that the structure is not stronger than its weakest part, that one defective link destroys the integrity of the chain."

I do not want to be understood as favoring the "double-header" system of running trains, for I do not; on the contrary, I believe it to be a detriment to the service of any road, both to the company and employees; but I do maintain that so far as the danger of breaking down bridges or trestles from the added weight of the additional engine is simply not a fact, as long experience in running double header" has demonstrated that the structure that will carry a train of sixty and eighty thousand capacity cars safely, will carry as many locomotives as will stand upon its span; and furthermore, the transportation companies have just the same right to put two or more engines to haul their trains as the farmer has to put an additional horse to his plow or wagon to haul the load. At the same time I do not believe that it is either prudent or economical in the companies to exercise that right as a general thing, as the men look upon it as a direct effort on the part of the company to "cheat" them out of their just share of the wage-earning power of the road, and its effect is to make them discontented and careless in the discharge of their duties. Another element of danger in train running is the class of men whom the companies employ as track foremen. They are as good as can be got probably for the pittance paid for their services, and so long as railroad companies are contented to pay from \$35 to \$45 per month for skilled(?) foremen, so long must they expect to pay the difference in the shape of damages for injuries to their patrons. You cannot buy intelligent, pains-taking service for ordinary laborer's wages, and if railroad companies will persist in paying that kind of wages, they must expect to put up with the clods and refuse of that class, with non-intelligent service, with accidents arising from ignorance and neglect of duty, and the damage resulting from the same.

An incident came to my knowledge only a short time since which illus-

trates my point. During a severe storm of rain a deep cut on the nameless railroad became obstructed by mud and rocks washed down by the storm so that the track was covered to a depth of several feet. The "rules" of the road require the foreman to go over his division *during the storm and immediately after it*. The foreman and his men lived within a few hundred yards of the cut, and *knew* it was likely to be obstructed. One hour after the storm had subsided the foreman had not yet put in an appearance, and another employe of the same company went to hunt him up and found him and his men in the tool-house playing "forty-fives," and he was angry at being disturbed in his game, and accused the other employe of spying on him and interfering in his business. Had that cut been on some remote part of the section he probably would not have gone near it at all, and an accident would have been the result, and the coroner's jury's verdict would have been "died from visitation of God," when it should be, "died from incompetency and ignorance of the underpaid foreman." Accidents like the Ashtabula, Chatsworth and Keats horrors will occur at more or less frequent intervals until the law places the responsibility where it really belongs—with the officers of the rate-cutting, non-dividend paying stock-watered roads, or until the late-lamented Artemus Ward's idea of "telling a Director in front of each engine that goes over the road" is carried out; then the millenium of railroading will come, and accidents be a thing unknown and defective bridges and double-headers will be only known of as matters of history to read to our children's children.

"STONE BRIDGE."

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CHARLOTTE, N. C., Oct. 2, 1887.

EDITOR MONTHLY:—A special session of Grand Division met and called to order at 8 o'clock A. M., with the chairs filled as follows: E. T. Morris, D. G. C. C.; A. J. Hardord, D. G. A. C. C.; R. G. DeTrevin D. G. S., Z. T. Terrell, D. G. S. C.; M. M. Albright, D. G. J. C.; G. C. Cumbie, D. G. I. S.; J. F. Shelen, D. G. O. S.

The following brothers were present: J. H. Latimer, J. M. Adams, C. F. Marshall, of Atlanta Division 180; W. C. Butler, L. F. Wynn, of Richmond Division 152; O. E. Hughes, M. J. Land and J. J. McManus, Columbia Division 215, for the purpose of organizing a division of the Order of Railway Conductors at Charlotte, N. C.

The division then opened in due form. All questions being answered satisfactorily, Messrs. A. P. Brown, W. A. Willingham, Wm. Clarkson, J. B. Burch, J. R. Nicholas, W. C. Dodson, J. A. McLaughlin, C. C. Lang, C. B. Guthire were conducted to the division room and took the obligations of the first and second degrees. Business was then declared suspended in the second degree, and opened in first degree for the purpose of initiating Mr. Hanger to exemplifying the work of the first and second degrees, which was duly and constitutionally performed. The new division was opened for nomination of officers was then declared in order.

The following brothers were duly elected to the following offices: Bro. Wm. Clarkson, C. C.; A. P. Brown, A. C. C.; R. F. Cox, S. & T.; W. A. Willingham, S. C.; J. B. Burch, J. C., all of Charlotte, N. C.; C. B. Guthire, O. S., of Greensboro, N. C.; G. R. Hanger, I. S., of Salisbury, N. C.

The naming of the new division was then in order. It was unanimously



declared that the new division should be named Charlotte Division, and should be known as Charlotte Division No. 221.

The Grand Division then took a recess for one hour for dinner. The division was called to order at 3 o'clock P. M. Members of the new division decided that they would meet the first and third Sunday afternoons of each month at 2 o'clock P. M. in Masonic Temple.

It was then ascertained that Mr. J. H. Dodson was in waiting for initiation. The division was declared suspended in the second degree, and opened in the first degree. Mr. J. H. Dodson was then duly and constitutionally initiated in the first degree. Business was then declared opened in the second degree, and Bro. J. H. Dodson was duly and constitutionally promoted to the second degree. The installation of officers was then begun. Bro. W. C. Butler, of Richmond Division 152 acted as marshal. Bros. Wm. Clarkson, A. P. Brown, R. F. Cox, W. A. Willingham, J. B. Burch, G. R. Hanger and C. B. Guthine were duly installed in their respective offices. After which followed pleasant entertaining and instructive talks from many brothers. Three cheers and many good wishes were then given Charlotte Division No. 221.

Grand Division then adjourned.

R. G. DETREVILLE,

D. G. Sec.

E. T. MORRIS.

D. G. C. C.

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ASHTABULA, O., Oct. 8, 1887.

EDITOR MONTHLY:—Division 78 is still on the turf. One of her far-off members is home on a visit—Thomas Joyce, of Laramie, Neb., who is running a train on the U. P. Ry. All the brothers were well pleased to see Tom once more; and his mother (who often looks out of door to the far west, thinking of her Tommy) was more than pleased, as well as his sisters and brothers, all of whom are good children.

The harbor never was so heaped up with ore as it is this year. It looks as though the boys on both roads were going to live this winter, although the A. & P., (now P., Y. & A.) has been very dull this summer, but if business gets better, and what the company has done for the men, both will make everything good again. Our company (the Pa. Co.) has done a splendid thing for the train and engine men. They give overtime and pay one-fourth of a day to men when they come to go out and the run is annulled, so the men have to go home again. Now this is a grand thing for the company to do, and if the men will use good judgment, and put in such time and runs annulled as is correct, and be honest with the company, everything will be well and make good pay for the men. Now I would say to every man, especially the conductors, see that this is lived up to and be correct with all reports, so that the superintendent will not have any fault to find. Neither do we want him to get another clerk to keep us honest; do that yourselves. And this must pay the company. Now how are we going to make it pay? Just by tending strictly to business and not be afraid to help in case of trouble.

Now, brothers, we will start on a new subject. In looking over some of the communications I see that we have got to do something for ourselves, as Bro. Daniels says, and get some good men at the wheel and where they belong, so we can have a license on our jobs, as well as the engineers. Brothers, think this over. Can we stand it to be taken up before the judge and jury, and maybe go to jail? In case of an error and some lives lost, who is to blame? Who, now? Every man is liable to an error, and how little any one of us know when

we start out where we are going to fetch up. Now every brother should work for this, and if Bro. Daniels could only have our say, he would not need to be elected by state vote. But I hope the state will find out before the election what a worthy candidate they are going to vote for when they vote for Bro. Wm. P. Daniels; and I much regret that I do not live in that state.

Brothers, it is time now that we protect ourselves. More railroads are building all the time, and it takes more conductors all the time, too; and we want to see the day when a conductor can say, "Brother, how do you do?" wherever you go, and not have to guess whether he is a worthy member or not but must all be, and have the same on a piece of paper in a nice little frame' hanging up in his caboose. Good bye.

Yours in P. F.,  
P. LOCKWOOD.

JACKSON, Mich., Nov. 5, 1887.

EDITOR MONTHLY:—In the November MONTHLY I noticed a communication signed J. B. G., in regard to Sunday running. Now, while I would like to see Sunday running done away with, it is something that I never expect to see—that is universally. It may be done on branches and stems, but I hardly think it practicable, generally speaking. As for instance, were it to come into general effect, the chances are that we would have less Sundays at home than we now enjoy, (and I, for one, am away from home more now than I want to be,) as it would be impossible for the companies to get us all home by Sunday morning. Nor could they have all the crews at one end of the road. Whereas, now we do sometimes get part of the day, and are therefore willing to leave it as it is. But what strikes me in particular is the inconsistency of our cry for less Sunday work. Brothers, how can you expect the roads to "tie up" Sundays when we cannot find the time to do the ordinary work of the O. R. C. without using the Sabbath for meetings? Out of two hundred and twenty-one divisions, one hundred and sixty-one hold their meetings on Sunday. Now why is this? We really have no good reason for using Sunday for that work, as we certainly can do our work on one of the other days or evenings. And how does it strike outsiders? They probably think that we are an ungodly set, or that we had rather be anywhere than at home. And I maintain that the proper place for man on Sunday is at home, that is if he is fortunate enough to have one. Our first duty is to our families, but I regret to say I am afraid that the families do not always get first choice. Home, with a good many, seems to be a place resorted to in the last emergency. Now brothers, you may think that I am quite severe, to say the least, on the members of the Order, but I do not wish to be.

And now, in conclusion, I would like to put in a word for our Insurance, (one of the best.) Bro. Hunt calls attention to the fact that out of a membership of nearly sixty, only twenty-five carry the Insurance. Now I would like to ask if we are doing justice to our families, assuming the risks we do, without some provision for their welfare in case of accident or death to ourselves? And in that sad event, what is better than a policy in the O. R. C.? Brothers, reflect, and then act accordingly.

Yours in P. F.,  
A. SWIDEASKY,  
Division No. 182.

CHATTANOOGA, Tenn., Oct. 12, 1887.

DEAR MONTHLY:—Lookout Div. 148 met Sunday, Oct. 2. Chairs filled as follows: T. M. Mitchell, C. C.; W. T. Capehart, A. C. C.; Fred Cook, S. C.; J. M. Bennett, J. C.; R. B. Stegall, S. & T.; G. C. Dixon, I. S.; Claud Figuers, O. S. Quite a number of the brethren were present, especially Bro. Pete Gorman, of the C. S. local, who is better known for his fun than his close attendance.

Railroading is progressing rapidly in and around Chattanooga, and Lookout Division 148 is trying hard to keep up with the times. I do not know of a division in the South that gets up a better set of good men both in brightness, intellect, influence, morality, etc. Notwithstanding all this intellect, influence and morality, the *butts* got away with us on the last election.

Our good Secretary and Treasurer, who gave Division 148 such a nice reception at the naming of the two boys, is doing all he can for the Insurance Department and the MONTHLY. I notice him getting lots of money for the MONTHLY. Don't know whether he sends it in or not, as I notice Bro. Daniels is appealing terribly in the MONTHLY for the boys to send up. Come, Brother Secretary, keep us straight.

We are looking forward with great anticipation for October 17, when the President will pass through our city to Atlanta to the exposition. Bro. Hargis is to conduct him to Atlanta over the W. & A. We all look forward with great anxiety to hear Dick give an account of the run and the trip.

Lookout Division 148 sends much love to Bro. Bob Cowarden, and says write something for the MONTHLY.

Yours in P. F.,

J. M. BURNETT.

EAST SYRACUSE, N. Y., Oct. 24, 1887.

EDITOR MONTHLY:—According to your instructions, I started from Syracuse, Oct. 15, for Hornellsville, stopping on my way to attend the meeting at Binghampton, reaching Hornellsville Sunday evening. As the brothers were not ready to organize, we were compelled to wait until Monday afternoon, at which time we met in the Masonic hall and proceeded to organize Steuben Division No. 225, sixteen brothers being present. Conferred the two degrees on one brother, with the assistance of Bro. Hurty and the others, I having such a cold that my voice gave out. Bro. John Wiles was elected C. C.; Bro. Anthony Loftus, A. C. C.; Bro. W. L. Collins, S. & T.

I prophesy that Division No. 225 will be one of the most prosperous divisions in the state; with that human steam engine, Bro. Hurty, to force them along it cannot well be otherwise.

Yours in P. F.,

W. M. MORRIS, D. G. C.

CINCINNATI, O., Oct. 8, 1887.

EDITOR MONTHLY—I wish to presume a few moments on your time by giving you a short article "which you must shape yourself." Our esteemed, worthy and popular conductor, Mr. J. R. Stanton, "late of the L., N. A. & C. railway," has assumed some additional cares in the shape of a new wife. Enclosed you will find notice clipped from the *St. Louis Globe-Democrat*:

"Married, at the residence of Mrs. A. Holcomb, 2688 Chestnut street, by Rev. C. E. Felton, of Union M. E. Church, Mr. J. R. Stanton, of Cincinnati,

O., to Miss Jennie G. McCullough, of Noble, Ill., at 12 o'clock noon, in the presence of a few immediate friends of the bride and groom. The bride was handsomely dressed in a gray traveling suit, and looked very pretty. After the congratulations they all sat down to an elegant repast served by the hostess, Mrs. Holcomb. The presents were very numerous and costly."

Everything moving along splendidly on the O. & M. Very heavy business for the past week or two, occasioned by the festivities at St. Louis. The boys all acquitted themselves nobly, for which they have received the hearty commendation of the officials.

My regards to Bro. Wheaton, and wishing our MONTHLY and Order every success, I remain

Yours in P. F.,

D. P. SHANER,

Division No. 137.

JACKSON, Nov. 5, 1887.

EDITOR MONTHLY:—In the last MONTHLY attention is called to the benefits that railway employes will derive from Bro. Daniels' license bill, and the increased safety to the traveling public and property owned or handled on railroads that will result from the passage of the bill. There may be some good in it for the railroad corporations and the public, but I fail to see where it would come from in this part of the country. To the engineers and conductors, the men who are to be called upon to furnish the means to carry out the provisions of the law, I think there is more reason in their working against it than for it. Personally I am interested and willing to help along all I can any work that has for its object the good of railway men, conductors especially. But I hope that I shall always be just as anxious to use my influence to defeat any measure proposed that does not show on the face of it that it will be beneficial. No argument that I have heard or read so far can convince me that we as members of the Order should lend our aid to carry the matter through; and until I do I am against it. We are told that when we carry a license our services will be paid for as skilled labor and classed on the companies' rolls the same as our engineers. That cannot be plausible; and again, the comparison of conductors and locomotive engineers to pilots and steamboat engineers is no argument at all in favor of the bill. The water ways belong to the public domain, and are under the direct control of the government, and circumstances and the conditions of service there require the restrictions that are placed upon it.

One question to Bro. Daniels and I am through. The measure provides for a license fee of not less than five or more than ten dollars. For convenience we will use the first named figure. There are estimated to be 40,000 conductors in the United States, and there must at least be an equal number of engineers. These men will be required to pay annually four hundred thousand dollars in fees. It will take only about one-quarter of this money to pay all the salaries of the different officers and their assistants. What are you going to do with the balance of this yearly fund? Surely the conductors and engineers will strongly object to adding to the already over-crowded condition of "Uncle Sam's" treasury. In conclusion, let me say that the officers of the various railways have it in their power to do away with much of the incompetency of which you complain by more careful consideration of the qualifications of the men they promote.

Yours in P. F.,

B. F. SYKES.

ANACONDA, MT., Nov. 6th, 1887.

DEAR EDITOR :—By the time this reaches you the year 1887 will be drawing to a close, a year fraught with many changes and trials to all members of the O. R. C. Many have registered for the last time. Have been full of manly vigor and pride, strong and sure footed as a trained athlete, and in the next moment a poor bleeding piece of clay. Some have passed into the great beyond peacefully, in the midst of loving friends, but the majority have met sudden and violent deaths.

In view of the thousand perils attendant on the daily routine of our profession, does it not behove us all to make some provision against accidents likely to be met with any time, and when least expected.

Some may say they have no wife and children to provide for, and so it is not necessary to insure. In that case, we all owe a great debt to the "old folks at home," and I know of no better way of cancelling the debt than making your policy payable to your parents, or perhaps to your sister.

Brothers of the "Order of Railway Conductors," our system of insurance is the best of all insurances by long odds, and should be patronized in preference to all outside concerns.

However, many of you are doubtless interested in other Insurance Companies, and have ample provisions made against accidents, and don't feel like joining the best of all the Associations, that of the O. R. C.

Brothers, that is left to your own good judgment, but join some of them.

Amongst the 5,000 members of our grand Insurance Association, there are about 100 I want to reach out for.

I mean those who allow themselves to become delinquent. Should this meet the eyes of any of them, I would ask them in all sincerity and good fellowship, why do you allow yourselves to figure as a delinquent member? No use in saying you couldn't afford it. I know better, for I've seen as much hard luck as any of you the last year or two, and more than once have borrowed enough to pay an assessment. No use in joining an organization and then going bad on their books. Sooner or later disaster or death will come your way, and why not take some precaution against that which is *sure* to come.

Would that I could visit every division of our Order, and spend an hour or so impressing upon the minds of all good Brothers the fact that providing for the future of their loved ones is an imperative duty they owe to their Maker, their families, themselves and their country. Don't join the O. R. C. Insurance if you have taken other precautions and don't feel justified in going to more expense, but if any of you have joined our Insurance Association, stick to it. Even if some of you are out of employment and embarrassed financially, it will not be for long, as you can get employment somewhere, and all will again be well with you. Every cloud has a silver lining. Only consider it a sacred duty to pay your assessments, and a way to pay them is sure to open up.

No insurance exists that is more beneficial, or comes nearer filling the bill than the one connected with our splendid Order, and is well worthy of our unqualified support, and *must* have it, and "ye ninety delinquent members" mark that down in your little book. No roster of officials are kept in idleness and luxury from our hard earned dollars. Office expenses are kept down low as possible, and every dollar is accounted for, and best of all, we know who our officers are.

Members of the O. R. C., from Manitoba to Panama, from Halifax to the shores of the Pacific, take heed what I say, if you are not already well insured,

join the O. R. C. Insurance Association, and use your utmost endeavours to keep the assessments paid up. It may cost you an effort sometimes, but the effort will be richly rewarded sometime.

"Ye delinquent ninety," take a tumble to yourselves, and try and reinstate yourselves, and don't let the like occur again.

We want to begin the incoming year with 5,000 members in our Insurance Association, all in good standing. Ten cents a day is all it costs. Just one cigar a day less. Think it over, Brothers.

Ever yours in P. F.,  
MONTANA.

WILMINGTON, Del., Oct. 16, 1887.

**EDITOR MONTHLY:**—A session of the Grand Division of the Order of Railway Conductors was held in this city on the above date for the purpose of organizing Wilmington Division No. 224. The Grand Division was opened in due form at 2 25 o'clock P. M., by Deputy G. C. C., E. G. Blaisdell, District No. 7, assisted by Bro. W. J. Maxwell, West Philadelphia Division No. 162, Deputy A. G. C. C.; Bro. J. P. Aucker, Camden Division No. 170, Deputy G. S. & T.; Bro. L. E. Sheppard, Camden Division No. 170, Deputy G. S. C.; Bro. J. A. Young, West Philadelphia Division No. 162, Deputy G. J. C.; Bro. E. Mayhew, Camden Division No. 170, Deputy G. I. S.; and Bro. T. Meakin, West Philadelphia Division No. 162, Deputy G. O. S.

There were present Bros. A. L. Sharks, J. S. Mikesner, Samuel Robinson, F. C. Simkins, C. I. Justice, D. J. Packer, W. R. Adams, J. A. Bates, E. B. Suters, A. E. Ludlow, J. G. Clark, W. Elwell, Ed Strout, J. M. Gordon, S. F. Slocum, M. A. Stewart, C. M. Hand and M. L. Abbott, from Camden Division No. 170; Bros. Wm. Post, W. A. Bingham, L. A. Nieman, C. Chambers, A. Hughes, R. Tomlinson, J. Reilly, H. Leary, G. Brown and J. Morgan, from West Philadelphia Division No. 162, and H. Dannenhower, from Neptune Division No. 169.

The names upon the application for charter were read, and the following gentlemen were initiated by communication:

J. H. Warfield, J. M. Cohee, I. T. Parker, F. E. Emerson, Wilson Pierce, Huston Dyson, F. J. Boylan, J. M. Young, W. A. Morris, Thos. A. Kane, Thos. F. Hawkins and W. J. Johnson.

The following were regularly initiated as a means of exemplifying the practical work of the Order to the members of the new division: L. Hitch, J. G. Williamson, S. L. Parker, J. B. Book, C. Spencer and I. T. Layfield.

Bro. A. B. Dance was admitted by transfer card.

The election of officers resulted as follows:

C. C., A. B. Dance; A. C. C., I. T. Parker; S. & T., Samuel Parker; S. C., Huston Dyson; J. C., Thos. A. Kane; I. S., F. E. Emerson; O. S., Joseph Warfield.

The officers were duly installed by the Deputy G. C. C., assisted by Bro. Ludlow, C. C. of Camden Division No. 170. The first and third Sundays in each month were fixed as the days of meeting. They will meet regularly at 2:45 o'clock P. M.

The Wilmington division begins its work under the most flattering auspices, and it may be safely predicted that it will speedily take rank as one of the first in the Order. Bro. Dance, the new C. C., is evidently the right man in the right place, with a high appreciation of the principles of our noble Order and a sincere determination to work unweariedly for their advancement.

The thanks of the Deputy G. C. C. are due to the visiting brethren for their kind assistance, and the thanks of the visiting brothers to their brothers of Division No. 224 for their generous entertainment.

J. P. AUCKER,  
Deputy G. S. & T.

E. G. BLAISDELL,  
Deputy G. C. C.

*A RACE OF TRAINS IN 1873 BETWEEN LAKE SHORE  
& MICHIGAN SOUTHERN AND PITTSBURG, FT. WAYNE  
& CHICAGO RAILROADS OUT OF CHICAGO.*

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'Twas June the 6th, year '73,  
On time with No. 6,  
Our Latta with the Iron Duke  
The Fort Wayne show'd a trick.  
Coal made the steam for both the girls,  
They did their level best,  
As taking out ten cars apiece  
From the city of the west.

From Englewood our tracks to Pine  
Run eastward side by side,  
Two car-lengths to the south of us  
The Fort Wayne tracks are laid.  
The Iron Duke had us in tow,  
While close there by our side  
Paul Hamus with his Boone machine  
For Pine away he hied.

Grand Crossing reached with trains stop'd still,  
Before the tracks we crossed,  
Now show her speed, I said to him,  
Or give up good for lost.  
With arm like steel the throttle grasped,  
Old Latta gave one look,  
He said he'd take the stuffing out  
Or beat them with the Duke.

"French" word is law, at least we found  
It verified that night;  
My train it sped on wings of wind,  
Like sparrows in their flight.  
"Well done," say all, "you bet she's good,"  
With one accord cried out,  
And walking up they viewed the Duke,  
And then arose a shout.

We led their train 1,000 feet,  
At Ainsworth, that's the story;  
The race was won, the Iron Duke  
Was covered o'er with glory.  
No tire came off, no boiler burst,  
She's doing yet her duty  
On Number 5 and Number 6  
From Elkhart to the city.

Our lives are hard, but times like these  
We talk to one another,  
Although they're beat, together meet,  
And treat them like a brother.  
Our life is rough, our hearts are filled  
With love for one another,  
The world defy to say they're not  
In any kind of weather.

—By A. B. BeDell, *Ex-Pass. Cond'r, L. S. & M. S. R. R.*

## YARDMASTERS' DEPARTMENT.

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CINCINNATI, Oct. 9, 1887.

EDITOR MONTHLY:—At a regular meeting of Division No. 5, Yardmasters' Mutual Benefit Association of this city, the enclosed preambles and resolution were unanimously adopted, and the President and Secretary were instructed to request the publication of same in the MONTHLY. Will you kindly publish in your next issue?

Yours truly,  
P. CALLAHAN, President.

WM. H. MORRIS, Sec. and Treas.

WHEREAS, The old style of link and pin coupling has for the past forty years not merely subjected yardmen and brakemen to extra hazardous risk in the performance of their respective railroad duties, but has been the direct cause of death and accident to many thousands of railroad employes, thereby entailing on their unhappy families widespread misery and other incalculable misfortune; and,

WHEREAS, The Master Car Builders' Association of the United States, having full knowledge of the casualties and expenses incident to the old system of coupling and uncoupling freight cars, and having devoted years of careful thought and experiment to devising a remedy for these recognized evils, did at a convention held at Minneapolis in June of the present year, recommend through its executive committee to the members of the Association that a single type of coupler be henceforth adopted by the Association as its standard form for a uniform coupling, and that all other form of couplers that would couple to and with the type under all conditions of service should be considered as conforming to the standard of the Association; and,

WHEREAS, The committee on railroads and mechanical experts, representing railroad companies owning and controlling thirty-five thousand miles of railroad in this country, and appointed to test thoroughly various automatic safety car couplers, with the view of determining from such tests which coupling device was the best adapted for general use in the freight service of the railroads represented on such committee, did, on the 27th day of July, in the present year, unanimously resolve, "That after full consideration of the results of the preliminary tests made under the direction of the committee, and in view of the evident superiority of a close coupler of the vertical hook type, which will couple to and with others of the same class and type, this committee will admit to further consideration only such couplers as are of the type known as the Janney type of vertical hook couplers;" and

WHEREAS, There is good reason for belief that if the recommendations of the committee of the Master Car Builders' Association, and the resolution of the committee of experts hereinbefore mentioned, are not now carried out with promptitude and energy, the general introduction of uniform automatic safety



car couplers will be indefinitely postponed, and the serious risk to the lives and limbs of railroad yardmen and brakemen will be perpetuated for many years to come ; therefore,

*Resolved*, That this Association of Yardmasters take immediate steps for the preparation of a petition to be forwarded to the Presidents and General Managers of the railroads represented in the Association, respectfully requesting that executive action be taken to enforce the recommendation of the Master Car Builders' Association, and the expert committee above mentioned in the preamble, thereby guaranteeing uniformity of practice, safety to employes and economy for the respective companies.

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EAST SAGINAW, Mich., Nov. 8, 1887.

EDITOR MONTHLY—As you see by the head of this sheet I am a yardmaster, and am secretary of Division No. 67. I was injured Oct. 28, and am just able to set up. A car run down on me and caught me through the hip between the two draw-bars ; did not break any bones, but bruised me very bad. I will be laid up for three or four weeks, but hope to be all right in time. I am employed by the F. & P. M. railroad, and have held the position of assistant yardmaster at Bay City for nearly six years, and a better road and officials does not exist on this earth. Our assistant superintendent, W. F. Potter, (whom our division is named after) is one of the nicest men ever filled the position he holds ; always ready to give an employe a fair and just hearing in case of trouble, and in case where advice was asked in regard to transaction of company's business, he is always willing to converse on the subject to the benefit of the employe. So when he comes around to look us over, we are always glad to see him. May he live always. Our general superintendent, Sanford Keeler, we do not come so directly in contact with ; but, nevertheless, he is a nice man, and when we do come before him, he always gives us a good and just decision. All in all the management of the F. & P. M. is hard to beat, and the road of itself is widely known. Speaking of business, it has all it can do. Our through freight east is good. We are pushed for cars ; had we more we could do more. It's a little tough when a shipper wants ten cars and you have only one to give him and sometimes not that. Our freight consists of lumber, salt, lath, shingles, box shooks, furniture, pails and tubs, last but not least, *saw-logs* ; as a general thing it takes from six to ten trains a day, and each train represents from seven hundred thousand to ten hundred thousand feet. We unload them by steam from the cars into the parties' booms that own them. So you see, as the boys say when they get their orders to run to the end of the iron wild, log trains ahead and following, and in case of doubt take the safe side, and in case of extreme doubt take to the woods.

So you see the yardmasters are not idle night or day to get these trains in and out of the yard and keep your other trains moving, also your yard engines.

L. T. Chubuck is general yardmaster at East Saginaw, with W. T. Preston as assistant, and Fred Burdick night yardmaster. With such men at the head everything runs like clock-work.

Now, Mr. Editor, I want you to put this in the yardmasters' department. You may think it strange I send it to you instead of our corresponding secretary. I'll tell you why. I have sent him several letters, and have heard

nothing from the letters or him, and I see the MONTHLY this month says, "Where, oh where are the yardmasters?" Not dead, I can tell you. From this out you can count on me for something, and I want you to publish it, too; for if you don't I will get tired writing.

I will send you the names of three members of Division No. 67 who want the MONTHLY. Send it to them and send your bill and they will remit: M. Bohaskey, 515 Louisa street, Flint, Mich.; J. Schively, 702 Liberty street, Flint, Mich.; W. P. Preston, 521 N. Second street, East Saginaw, Mich. I think by the 1st of December I will have four more for you, at least I will try hard.

N. H. SLADE, Sec. Div. No. 67.

INDIANAPOLIS, Ind., Oct. 6, 1887.

*E. M. Carter, Esq., President Y. M. B. A. :*

DEAR SIR:—After a very careful perusal of the report of the executive committee of master car builders, relative to the adoption of an automatic uniform safety car coupler of the Janney or vertical hook type of coupling, I at once made up my mind that they were on the right track, and when I read yours of Sept. 12, it made me feel rejoiced to know that our association was not to be behind in this the most important move of the nineteenth century.

Speaking from a humanitarian standpoint, the telegraph, the telephone and all electrical discoveries put together pales into utter insignificance compared with this. When you place the existence of your fellow man on oneside of the scales, and all the other appliances combined on the other, the former would outweigh in the minds of all intelligent thinking people an hundred fold. When I look around me and see the empty sleeves, the fingerless and thumbless hands, the widows and orphans, and knowing as I do the cause of all this (the deadly link and pin) it makes my very flesh crawl and heart stand still, as it were, to think of the poor boys who are daily, nightly and hourly risking their lives, and for what? That others might live. I tell you, my dear Carter, were our presidents and general managers throughout this broad land compelled all at once to fill our positions for one month, aye, one week, there would be such a revolution in the safety and betterment of railway equipment that the whole world would be wonderstruck and amazed. Dollars and cents would count for nothing when their lives or limbs were at stake. The foundries and machine shops would have such a rush of business as they never dreamed of, casting and fitting up safety car-couplers. Another thing, if it was properly looked at by our superiors, is the economy of such a coupler. One-half of the expense of keeping up a freight car is to the draw-bar and draft rigging. By the adoption of a uniform vertical hook coupler such a thing as a broken draw-bar would be almost unheard of. Speaking from an experience of eighteen years in train and yard service, I am free to say that 99-100 of the accidents coming under my observation, was caused by the link and pin.

As a member of the executive committee of the Yardmasters' Mutual Benefit Association, I say by all means issue the circular; make it good and plain, and by its adoption on our great railway systems, confer a favor on the generations of railroad employes that are to follow after us.

Very respectfully yours,

J. Q. HICKS,  
Chairman Ex. Com.

## EDITORIAL.

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THE MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

C. S. WHEATON, *Editor*.

E. B. COMAN,

W. P. DANIELS,

H. HURTY,

W. SEARS, *Associate Editors*

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The *Railway News*, printed in New York, and a candidate for the support of railway employes, belabors the editor of the MONTHLY because we do not agree with him as to the means to be employed to assist conductors in their calling. He says the Order "has no sympathy with struggles of mechanical labor," and "would rather take the position held by clerks and bookkeepers, etc." We are certainly surprised that a man of intelligence would make such an assertion. A large majority of our Conductors are in no sense either clerks or bookkeepers. A man who takes charge of a railway train, and each employe thereon, is certainly entitled to some consideration, and we are heartily tired of this constantly belittling the calling of a conductor. This same paper makes the charge that conductors were discharged from a certain line of road for stealing. This sheet may be called upon to prove this charge yet, and we doubt its ability to do so. We could, with the same degree of justice, assert that the officers of the same line were alike guilty, but will not. But we note that all left at the same time with barely one exception. The dismissal of a man from the service does not in the least imply that he is dishonest. There are a thousand and one things in railway employment that surround the employe that are not known to the outside world, and its about time that the silly twaddle about conductors stealing was stopped. We are willing to place fifty conductors by the side of fifty men in any calling that the *News* may designate, and we venture to assert that more dishonesty will be detected among those outside of the service than those in it. The Order of Railway Conductors do not expect or ask any sympathy from this class of periodicals. They are like

so many leeches on the railway employes. There is not one of them that cares a fig for the railroad men or their calling, only so far as they put dollars in their pockets, which they expect to obtain by pandering to the petty whims or baser passions of men. They print a paper to make money, not out of any philanthropic principle. And when they have made it, they have no farther use for the employe.

The line above referred to was the O. R. & N. railway, which has just experienced a change in officers and men.

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During December occurs the annual election of officers for all divisions of the Order. This meeting should be attended by all members. Make careful selection of officers, for on them largely depend your success as a division. Delegates should be selected from the ranks of active conductors as fully as possible, so that laws that are appropriate to the needs of those who are now in the service will be made. Secretaries will advise as soon as possible of official changes, so that we may correct your division directory. We have thought of printing proposed amendments to our law in the Monthly if the brothers will send them in, and that will give all a chance to look them up before the annual meeting, and to start the matter we propose an amendment to Article 14, Mutual Benefit Laws, page 44, by adding the words "amputation of" between the words "eyesight" and "a hand" in second line from bottom of the page. It will read "Loss of eyesight or amputation of a hand, foot, or limb." The recommendation is made to settle a long disputed question in this department, look it up and discuss it.

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When in Chicago a few days ago we had the pleasure of meeting for the first time Mr. F. P. Sargent, Grand Master of Brotherhood of Locomotive Fireman, whom we found to be a very pleasant gentleman. We were glad to note his earnest wish that all classes of colaborers in the railway service should mutually understand themselves and labor earnestly for our mutual best interests, and we feel safe in the assertion that he and his organization will at all times find us coming half way in the good work. The friendly relations between these two great bodies of railway employes have been of long standing, and are certainly creditable to both. We can only add that we shall hope that nothing will transpire that will in any way change our present friendly relations.

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A dog that can throw a cow pitches his lay in beef flat.—*Texas Siftings*.

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Children of light—boys who peddle matches.—*Texas Siftings*.

*ANTI-MAGNETIC WATCHES.*

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While in Chicago recently we witnessed some very interesting experiments with the Giles shield and the antimagnetic watch movement, now offered by the Geneva Watch Co. We have always contended that the Giles shield was but little protection to a watch. True, it will protect it until the magnetism overcomes the protection, and as soon as it does your watch is gone. So will a tin box cover. So will any substance. But this we contend is not what railroad men want; it is not what citizens want; it is not what any one wants. They want an antimagnetic watch.

In times gone by in railroad work there has been no need of any protection for watches. But the time has come when all must admit that there is need for something. The introduction of electricity on railway lines for use in signals, etc., has marked a new era in train service, and we must keep up with the times. To show how little protection there is in a shield, a new watch purchased at "Giles," in Chicago, with extra heavy solid back case, containing a shield and in best possible condition, was opened and a compass was laid over the balance-wheel, and the needle remained stationary, indicating that there was not a particle of magnetism in it. It was closed tightly and held twelve inches from a small dynamo and it stopped instantly. Was again opened, and when the compass was replaced it was found to be full of magnetism. The bare works without shield or cases, made by the Geneva Watch Co., was laid on the dynamo at a point where the current was ten times stronger. It did not stop, and afterward under the compass test was found to be perfectly free from magnetism. Thus it will be seen that the latter have come very near, if not fully, successful in producing an antimagnetic watch. The difference between the two is, one protects by outside appliances; the other by introducing antimagnetic metal into the construction of the watch proper. The facts of the tests prove conclusively that the shield is of very little practical value to a watch, and the worst feature is that conductors and engineers of several of our lines are compelled to submit to the imposition, which is almost akin to a swindle, and very clearly brought about by the firm having this matter in charge. The employees being *compelled* to purchase an inferior article at a good price, is certainly, to say the least, very unjust; while the Geneva Watch Co. do not claim to have produced a perfect watch as yet, we know that they are a long way in advance of any shield ever constructed.

*EXIT 1887.*

With this issue of our MONTHLY we close the year, and as our readers are perusing it, the old year will be drawing its mantle about it and preparing its record to be filed amid the archives of the past as it floats quietly away to give place to the new bright pages of 1888. Upon the leaves of 1887 are recorded a history of the year. How has it been with you, kind reader? Has the record there inscribed been one that you are satisfied with? Are they such as will bear inspection? Ah, there are many things that we would all change had we the opportunity; but they are with the past and gone from us never to return. It would seem to be our duty, then, as the new bright pages of the new year are unfolded to our view to profit by the experience of the past, and see how clean we can keep the new book. We can all remember when children how carefully we handled our new book at school, but soon a blot was seen, another and another, until we find the once new and clean book tossed carelessly about without care from anyone. How true of our lives. We start out with good resolutions, but one after another the pages of our book becomes blurred and blotted, and we, too, many times become careless and toss it about as though worthless. Yet the record remains, and we again ask the question, How stands the record of the old year? Let us all calmly reflect, and by the benefit of our past experience let us improve it in the future. To members of our Order let us say that this is a most solemn occasion. We started out with the new year with full ranks and bright hearts and hopes for the future. Those of us who are spared to read these lines can assemble our families together on the eve of the coming new year and thank God that He has been thus kind to us and our families; and while thus engaged, let us cast one look backward, and in view of the picture let all utter a prayer for those who to-night assemble around their fireside to view "that vacant chair." Sad, indeed, is the moment as with reverent tread and jesture they think and talk of pa pa gone before. The question comes to you with great force, how will it be with us a year hence. Think of it and think well. These milestones on our way are a constant reminder of that duty we owe ourselves, our families and our God, and with these pictures in full view, let us see that each page in the new book of 1888 is kept from spot or blemish. Has asked charity gone unrewarded? Has a brother fallen, and you neglected to help him? Have you performed your whole duty to your employer or your division? Have you so conducted yourself that it will be said of you, that it was good for you to have lived in the world. Think of these things when writing the

pages of your new book. Over one hundred members of our Order have fallen asleep during the year. Only about thirty were insured with us, some twenty elsewhere, and full fifty have left their loved ones without means of support, wholly dependent on charity. It is indeed a sorrowful moment for these, and oh what a lesson to us. Let us one and all profit by it, and so endeavour to inscribe the pages of the New Year that it will be said of us that we did heed the teachings of our beloved Order.

We have abundant cause for congratulation and thankfulness. Our Order has prospered as never before. All of its departments have fulfilled the highest expectations, and it presents to-day a solid front for the benefit and protection of its members, and we have abundant cause to thank God and take courage.

To our thousands of readers we would say, as the Christmas chimes swell out on the frosty air, when the laugh and shout of childish pleasure and glee ring in your ears, the deep boom of the bell announces the departure of the Old, and this merry clang welcomes the arrival of the New Year, remember that the Monthly wishes you one and all a Merry Christmas and a Happy New Year.

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We clip the following from the Standard Guide, in which the following changes in the P. R. R. relief plan are authoritatively announced:—

On the subject of changes in the regulations controlling the Pennsylvania Railroad Voluntary Relief Department, the following statement has been authoritatively furnished:

Under the former regulations a member of the fund might increase the amount payable at death by additional subscription within six months after joining the class in which he contributed. This time has been increased to two years, medical examination being still required.

A member is not entitled to benefits for disablement or death occurring while absent on account of suspension or furlough, unless he keeps up his contributions, and formerly any such cessation of contribution forfeited membership. Now contribution and title to benefits may be resumed after such absence, without contribution, for a period not longer than three months.

A member returning to duty after disablement was formerly required to contribute from the date of his return, if he had not before contributed for that month. Under the new provision, contribution commences in such case on the first of the next month, without loss of title to benefits during the time intervening.

Formerly each sickness was counted separately, and was subject to

a deduction of six days in the payment of benefits. Under the revised form, a sickness occurring within less than two weeks from a former one, whether from the same cause or not, is counted with the first, without the six days' deduction.

Under the regulations before the change, membership ceased after a member had drawn sick benefits for fifty-two weeks. Under the new provision, contribution and title to benefits may be resumed on recovery, and during the interval the title to death benefit may be kept up by the payment of a specified amount.

The relief fund makes no provision for the payment of sick benefits after fifty-two weeks, but upon the recommendation of the Advisory Committee, the company has agreed to pay to members, who have drawn sick benefits for fifty-two weeks, half sick rates or such other amounts as the Board of Directors may authorize. These payments are to be made through the Relief Department, but not from the fund contributed by employees.

Statements which have been published respecting the establishment by the company of a superannuation fund have probably arisen from a misapprehension regarding the action here stated, and the above explanation will correct such inaccuracies.

Much good has already been accomplished by this fund during its existence. Its operations began February 1, 1886, and up to October 1, 1887, a period of twenty six months, there have been paid out in benefits a total of \$361,500. During the month of September last the payments reached nearly \$23,000, of which \$13,500 was for deaths, \$6,500 for sickness and \$3,000 for accident disablement.

The constant interest taken in its men by the Pennsylvania Railroad Company must continue to promote the harmonious operation and excellent service for which its lines are noted, and in this particular feature of its operations its officers have the satisfaction of knowing that their efforts to provide a practical plan for the relief of distress are thoroughly appreciated.

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Through the influence of the Order bills will be introduced into the Legislatures of the different States making it criminal offence to blacklist any employe of any corporation or individual within the limits of those states. We note that the first move made towards abolition of this practice was brought about by members of our Order, and we hope soon to record its complete abolition by legal means. The Order was the first to abolish it entirely in their work. We shall wait with great pleasure the day when it will be fully abolished.



*RESERVE FUND.*

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ARTICLE XXVI.—For the purpose of creating a reserve fund for the benefit of members of this department, twenty-five per cent of all amounts received for any and all assessments made after the first day of \_\_\_\_\_, shall be invested by the Grand Secretary with the advice and consent of the Insurance Committee, at a rate of interest not less than  $3\frac{1}{2}$  per cent per annum. In case the Grand Secretary and a majority of the Insurance Committee are unable to agree as to the investment of any amount in accordance with this Article, said amount shall be invested in U. S. bonds until such time as the matter can be brought before the Grand Division. The interests accruing from amounts invested shall be placed with the principal until such time as the principal shall amount to the sum of \$500,000, when no further additions shall be made to the reserve fund and all interest accruing therefrom, shall be used to pay claims against the department, but no part of the reserve fund, either interest or principal, shall be used for any other purpose whatsoever than the payment of claims for the death or disability of members.

SEC. 2. All bonds or other security of whatsoever kind shall be deposited with the Auditor of State of the State of Iowa, and no part thereof shall be delivered by him to the Grand Secretary, except upon a written order signed by the Grand Chief Conductor and Grand Secretary.

Whenever occasion requires, any portion of this reserve fund may be withdrawn and used to pay claims for death or disability, provided it is the unanimous decision of the Grand Chief Conductor, Grand Secretary, and the Insurance Committee. Should there be objection to such withdrawal and use, the matter shall be referred to the next session of the Grand Division, when if three-fourths of the members of the Grand Division who are members of good standing in this department, shall vote in favor of such withdrawal, the Grand Secretary and the Insurance Committee shall immediately proceed to withdraw and use for payment of death or disability claims, such amount as is directed.

Should the principal invested as a reserve fund, through losses on investments, withdrawal of a portion, or from any other cause, fall below the sum of \$500,000 after reaching that amount, all interest thereon and 25 per cent of assessments shall be placed with the principal until it again reaches the said sum of \$500,000, it being the intent of this Article to provide as soon as possible, and permanently maintain an invested re-

serve fund of \$500,000, the interest of which is to be used for the payment of benefits.

The following is from Chapter 65 Acts of the Twenty-first General Assembly :

SEC. 9. Any corporation or association accumulating any moneys to be held in trust for the purpose of the fulfillment of its policy or certificate, contract, or otherwise, shall invest such accumulations in bonds or treasury notes of the United States, or of this or other States, or in interest-bearing bonds of any municipal corporation in Iowa or in notes secured by mortgage on unencumbered real estate in the State of Iowa, not to exceed 40 per cent of the appraised value thereof exclusive of improvements, and shall deposit such securities with the Auditor of State, who shall furnish such corporation or association with a certificate, under his seal of office, of such deposit, showing the purpose of such deposit, and to what fund the same is to be applied when paid out, and also showing the aggregate liabilities of such corporation or association at the date of issuance of such certificate, *provided*, however, that such corporation or association may invest in real estate in Iowa, such a portion of said accumulation as is necessary for its accommodation in the transaction of its business to be owned by said corporation or association, and in the erection of any building for such purpose may add thereto rooms for rental.

SEC. 10. Such association may have the right at any time to change its securities on deposit by substituting for those withdrawn a like amount in other securities of the character provided for in this act.

SEC. 11. The Auditor shall permit corporations or associations having a deposit with him of such securities to withdraw the same upon filing with him by the president and secretary of such corporations and associations, satisfactory proof that they are to be used for the purpose for which they were originally deposited in his office.

SEC. 12. The Auditor shall permit corporations or associations having on deposit with him such stocks and bonds, notes or other securities, to collect and retain the interest accruing on such deposits, delivering to them respectively the evidence of interest as the same becomes due, but on default of any corporation or association to make or enforce such collection, he may collect such interest and add the same to the securities in his possession belonging to such corporation or association, less the expense of such collection.

## LEGAL.

Edited by R. D. Fisher, Indianapolis, Ind.

CL.—(Continued.)

### NOTE.

*Life Pass—Consideration of—Query.*—Fifteen years ago, when the Grand Rapids and Indiana Railroad Company built their line through Decatur, Mr. J. D. Nutman owned and still owns very valuable land adjoining the corporation through which the road passed. In consideration of a *Life Pass* for himself and family he executed a deed to the company for the right-of-way. When the inter-state law went into effect they ordered the pass sent in and he obeyed their mandate. Mr. Parry, president of the road, hastened to see Mr. Nutman concerning the matter. M5. N. said to him: "Pay me \$5,000 for the right-of-way through my land and I will not demand the pass." Mr. Nutman had occasion to go to Decatur and he got on the train without a ticket, and the conductor demanded fare. He refused to pay and told the conductor to stop the train and put him off, that he would make no resistance. The parleying was continued until they reached the city. *Query:* Will the conductor be discharged for not collecting his fare? Will the company pay Mr. Nutman his demand of \$5,000 for right-of-way in lieu of his "life pass?" Can congress enact a law annulling a contract made fifteen years ago between a private individual and a railroad company? There are many such contracts existing in this State and will be watched with more than usual interest.

### CLI.

*Carrier—Expulsion of Mother and Child—Half-Fare Ticket—Damages.*—

Where a dispute arose between a Conductor and a passenger relative to the age of her child, in an action for damages for expulsion, the court

*Held*, 1st, If the Conductor refuse to pass a child traveling on half-fare rate because he believes it to be over the limited age, and the mother also leaves the train, she may recover damages, if the refusal be wrongful, although the Conductor offer to pass her upon her own ticket without the child. It is unreasonable in such a case to ask a mother to leave her child.

*Held*, 2d, If there be a reasonable dispute between the passenger and the Conductor as to the validity of the ticket offered, and the passenger obstinately refuse to pay the additional fare demanded when able to do so, and insists on being expelled from the train, the jury must take that fact in mitigation of damages, and disallow any compensation for wounded feelings, although the conductor be mistaken in his judgment as to the age of the child. (See also *Hall v. Memphis, etc., Ry. Co.*, 15 Fed. Rep., 57.)

*Gibson v. East Tenn. R. Co.*, U. S. C. C., (W. D.) Tenn., June 8, 1887.

### CLIII.

*Carriers—Of Persons—Tickets—Mutilation—Conductor Bound by Passenger's Statement.*—Having previously made a limited report of this decision,

(see CXXXIX, *ante*) which seems to have awakened some curiosity among the readers of the MONTHLY, by request we present a fuller report. The opinion was rendered by Justice Sherwood. The following synopsis covers all the points decided in a very exhaustive and elaborate opinion :

Where a passenger who has purchased a ticket of the authorized agent of a railroad company, believing it genuine, and such as the agent had a right to sell, states such facts to the conductor of the train, *the conductor is bound thereby until the contrary is proven, without regard to any words, figures, or other marks on the ticket*, and where upon such passenger's refusing to pay fare, the conductor lays hands upon him with the purpose of removing him from the train, he is guilty of assault and battery, for which the company is liable.

The ticket purchased was part of an excursion ticket, good when first issued for a ride from Sturges to Traverse City. After the plaintiff had purchased and paid for the ticket, he observed it did not look like the ticket he had been accustomed to purchase, and thereupon he returned to the ticket office, and asked the agent if it was good, and was informed that it was. He then entered defendant's coach and the train moved on for Walton Junction. When the conductor asked for the plaintiff's fare, he delivered to him the ticket which he had thus purchased. The conductor told him he could not receive it for his fare, whereupon plaintiff informed the conductor that he bought the ticket Manton of the company's agent, and was informed by him it was good ; that he paid the agent for his ticket, and he should not pay his fare again. The conductor then laid his hand upon plaintiff's shoulder and rang the bell, and told the plaintiff unless he paid the fare, which was twenty-five cents, he would put the plaintiff off the train. The plaintiff then under protest paid the fare demanded of him.

*Held*, That the plaintiff had a right to rely upon the statements of the agent that it was good, and entitled him a ride between the two stations. It was a contract for a ride between the two stations that the defendant's agent had a right to make, and did make with the plaintiff. The ticket given by the agent to the plaintiff was the evidence agreed upon by the parties by which the defendant should thereafter recognize the rights of plaintiff in his contract ; and neither the company, nor any of its conductors, could thereafter be permitted to say the ticket was not such evidence, and conclusive upon the subject. \* \* \* When the plaintiff told the conductor on the train that he had paid his fare, and stated the amount he paid to the agent who gave him the ticket he presented, and told him it was good, it was the duty of the conductor to accept the statement of the plaintiff until he found out it was not true, *no matter what the ticket contained in words, figures or other marks*.

Hufford v. Grand Rapids, etc. Ry. Co., Mich. S. C., March 23, 1887.

NOTE.—The ticket being evidence of one's right to passage and the consequent mutilation thereof has given rise to annoying questions at the bar. Decisions on the particular subject are not numerous. In *Mordock v. Ry. Co.*, 137 Mass., 239, it was held that if the ticket seller of a railroad corporation delivers to a passenger a ticket with a hole punched in it, and assures him that the ticket entitles him to be carried to his place of destination, when in fact by the rules of the corporation, it does not, and the passenger is expelled by the conductor from the train of cars, for refusing to pay additional fare, he may maintain an action against the corporation. (See also, 53 Mich., 118.) In the case of *Ry. Co. v. Ford*, Am. and Eng. Ry. Cases, vol. 11, p. 514, it is held that an irregular ticket when issued by a special agent is invalid, and a conductor is not in duty bound to receive it. Also, such ticket is invalid if detached. See also, 106 Mass., 153.

## MENTIONS.

—Brother W. M. Zimmerman, of No. 131, has grown six inches since the advent of his daughter.

—Brother W. H. Fawcett and wife rejoice in the birth of a young son, and the MONTHLY congratulates.

—We expected to be able to give cut of Brother Henry Case in this issue, but could not get plate in time.

—Anyone having Volume 1 of the Railway Conductors' MONTHLY for sale, please advise us. We can use it.

—Brother E. Chamberlain, of No. 67, came to light a few days ago. He is located at San Diego, Cal., and doing well.

—Brothers Hurty, Belknap, Cross and Durbin all attended the meeting of the Board of Directors on November 13 and 14.

—Chairmen of Districts 1, 6, 7, 8, 13, 18, 20, 22, 27 and 28 responded to our call and attended the meeting on November 14.

—Secretary Babcock, of No. 3, desires the correct address of Brothers H. E. Huntington, D. McCollister and W. A. Williams.

—The Wabash railway has severed its connection with the "Western Traffic Association." "Leaf by leaf the roses fall."

—We are under obligations to officers of the N. C. railway for the new issue of time card, taking effect Oct. 16. They have our thanks.

—We are advised that Brother Charles A. Burr has been mentioned as a probable candidate of Railroad Commissioners in New York.

—The brothers on the Wabash, Lake Shore, Jersey Central and Mexican National railway were all made happy, last month, by an increase of pay.

—Any of Harper Brothers publications furnished to subscribers of the MONTHLY at reduced rates. See advertisement in front of this number.

—Married, Charles E. Dufur and Nellie M. Smith, at Salida, Col. Brother Dufur is a worthy member of Division No. 132. The MONTHLY congratulates.

—Brother J. A. Finn requests all members of No. 191 to correspond with him, giving correct addresses. He has some matters of interest to mail them.

—Brother Sears was prevented from attending the meeting of the Board of Directors by sickness, and Brothers Coman and Lattimer by important business at home.

—No. 81, at Beardstown, Ill., will receive their friends on Nov. 24, and entertain them with music and dancing at their hall. We trust all will enjoy themselves.

—Brother W. B. Wolford, Chief Conductor of No. 46, was appointed assistant superintendent of the Wisconsin Central railway on the 3d. The MONTHLY congratulates.

—Brother Frank Fanning, of Division No. 77, is now addressed as Dr. Fanning, magnetic healer. The press give very flattering accounts of him and his success.

—Anyone knowing anything of J. W. Hooper, a member of Kaw Valley Division No. 55, will confer a favor by sending address or any information to the MONTHLY.

—We had the pleasure of meeting, while in Chicago, our old associate, Mr. E. F. Morgan. Ebe looks as well and hearty as ever. He represented Division No. 41 B. of L. E.

—We have just been advised of the serious illness of Mrs. Hurty, wife of Bro. Hurty, Chairman of our Executive Committee. We hope to soon record her complete recovery.

Brother T. H. Gibbs, of No. 212, has been away from his run for nearly a month on account of the severe illness of his wife, who, we are glad to note, is rapidly regaining her health.

—Brother L. H. Pomeroy, of 117, has been promoted to a passenger run, and the promotion is a deserving one, he having risen from the brake to his run. We wish him success.

—The account of the New Haven Union meeting was complete. It was written by Brother Belknap. He is entitled to great credit for his part in the entertainment, and his poem was excellent.

—Bro. L. D. Hopkins, of No. 55, is now signing himself Superintendent Hopkins of the Mo. P. R'y. A more deserving promotion was never made. The MONTHLY congratulates him and No. 55.

—Conductors, engineers, firemen, and brakemen all smoke Grand Chief cigars, made by Braw & Keyes, of Binghampton, N. Y. There are none better. Railroad men should insist on everybody using them.

—Brother C. H. Branch, No. 11, passed through this city on November 3d with the remains of his father, who died November 1st. His remains were interred in Springville Cemetery, at Springville, Iowa.

—Brother D. W. Batcheler, of No. 92, has changed his place of residence from Terre Haute, Ind., to Birmingham, Ala., and is now a conductor on the L. & N. railway at that place. We wish him success.

—Brothers D. Stewart and A. Johns, Chief Conductors of Divisions 13 and 189 have made an extended trip to England. We are glad to note their safe arrival home again. We trust they had a pleasant time.

—Brother Riley, of No. 98, had the misfortune to lose his right leg while switching his train out in the yard at Meridian, Miss., and worst of all he had forfeited his insurance about 20 days before it happened.

—November 1, Mr. B. Thomas, late general superintendent of the N. Y., L. E. & W. railway, assumed control of the property of the Chicago & Atlantic railway, and this line isn't "English, you know," any longer.

—Brother Ira Yantis, secretary of 106, at Rock Island, Ill., was some one to inform him of the whereabouts of J. H. Thomas and John Beasty, members of his division. He has important communications for them.

—Brother S. O. Goodman is again about his work. He hurt his back some two months ago. The U. S. Railway Passenger Conductors' Accident Association of Indianapolis promptly paid his claim for the accident.

—Brother T. S. McDowell, of No. 3, master of transportation, West St. Louis cable line, is confined to his home on account of a serious surgical operation lately performed on his neck. We hope to soon hear of his complete recovery.

—The District Deputies desire through the columns of the MONTHLY to return their most sincere thanks to Mayor Eaton, of this city, for his great kindness, and the many courtesies shown them by "His Honor" during their stay in the city.

—Through kindness of Brother Daniels, we were permitted to read a most interesting letter from Brother W. G. Mitton, of Division 159, City of Mexico. We hope Brother M. will write us one for publication soon. It will be of interest to all.

—The license law for conductors has been thoroughly revised, and the new issue will be got ready for divisions as soon as possible, and we will expect all to go to work at once and do all they can to secure signatures and influence to secure its passage.

—Mrs. A. A. Pattengill, wife of our worthy brother, A. A. Pattengill, one of the oldest passenger conduction on the West Shore, was confined to her room last month by a severe fit of sickness. We are glad to know that she has regained her usual health.

—Train No. 12 on the Chicago & Atlantic railway, seems to be an ill-fated train. On Friday night, November 11, the same fast freight train ran into its rear at Auburn Junction, and came near causing a repetition of the Kouts disaster, but luckily all escaped uninjured.

—Brother J. T. Marr, of the T. & P., at Dallas, goes to California, his old home, this month. He goes not so much for the purpose of visiting the scenes of his childhood as to change the name of a certain lady in that section. The MONTHLY wishes them a long and happy life.

—Brother Theodore Bluedorn, of St. Louis Division No. 3, had the misfortune to lose his foot on No. 12. He is a member of our Mutual Benefit Department, and holds certificate No. 3599, dated February 22, 1886, and has paid in \$41.50, his payments covering two full years' insurance.

—Division No. 209 give their first annual ball at Pocatello, Idaho, on Nov. 24th, Thanksgiving Night. The invitation cards, dancing programmes, and tickets were made at the *Gazette* Job rooms of Cedar Rapids, and are very fine. We wish the brothers every success in their first annual.

—Brother W. P. Daniels was short about 300 votes in his contest for the senatorship. The labor candidate getting 500 votes in the district was the cause. He run about 200 ahead of the state ticket, and would have been elected on an even chance. However, the Order have but little to regret in the decision.

—The assertion that railroad men have no influence is negatived by facts that are indisputable. Of the notorious ten senators, who thought railroad men did not deserve recognition, only three are left, and each of the three have had their memory jogged to that extent that they will be a little more careful in future.

—Brother E. E. Clark, of Ogden, Utah, and Chairman of District committee No. 22, was the first to arrive in response to our call for all Deputies to attend our school of instruction. Having been a former employe of the B., C. R. & N. railway, he found many old friends here, and says he enjoyed his visit immensely.

—Admiral Millard had what came very near being a disastrous accident, a short time ago, owing to the breaking of some part of the engine machinery. A cylinder head was knocked out and came near wrecking the craft in deep water. We can imagine Cal., with two or three passengers on his back, trying to make shore.

—Brother W. H. Line is the oldest conductor on the P., F. W. & C. Ry, having served as conductor for thirty-five years. Has never had a serious accident or cost the company a dollar attributable to his neglect of duty. Truly a remarkable record, and yet men will be found that will call such men clerks and bookkeepers. For shame.

—Toronto Division No. 17 are making arrangements for a grand ball, and have appointed Brothers Defries, Haskins, Riley, Deabitt, Carter, Mitchell, Hall, Devaney, Thompson, Morrison, Storey, Little, Rundle, Gallagher, McMahon, Williams, Brady, Mathews and Hanson as committee of arrangements. We wish the brothers every success.

—We are in receipt of invitations to attend the second annual ball of Cedar Rapids Lodge No. 17, S. M. A. A., on November 23, and Valley City Division No. 1, O. R. T., on November 24; also a neat invitation from Creston Division No. 21 of our Order to attend their reception on November 24. Absence from the office is our excuse for non-attendance.

—Among the important changes in the license bill are those striking out the classification clause, modifying the price of license, extending the license term to two years, modifying the clause in the matter of showing license and the penalty. The bill is stripped of many of its objectionable features, and now should be pushed to its ultimate adoption.

—One of the most dastardly attempts to wreck a passenger train occurred at Morris, Ill., on the C. R. I. and P. Ry recently. A freight train running ahead of a passenger encountered the obstruction in the shape of a large telegraph pole across the track. The engine was derailed, and engineer and fireman killed. Hanging is too mild a punishment for such miscreants.

—A clergyman, after years of suffering from that loathsome disease, catarrh, and vainly trying every known remedy, at last found a prescription which completely cured and saved him from death. Any sufferer from this dreadful disease sending a self-addressed stamped envelope to Prof. J. A. Lawrence, 212 East Ninth Street, New York, will receive the recipe free of charge.—*Adv.* 5-4.

—Anyone knowing the whereabouts, or having any knowledge of Theron A. Brees, formerly of Starkey, N. Y., will confer a great favor by communicating with Adda J. B., in care of the MONTHLY. Mr. Brees was heard of some time since at Deming, N. M., and later at Big Spring, Texas. Was formerly telegraph operator and station agent at Starkey, N. Y., on the Northern Central Railway.

—We announce with pleasure the appointment of Mr. M. Rickard to the Railroad Commissionership of New York. This result will be hailed with satisfaction by the rank and file of railway employes of the state. Railroad men in all states can follow the example of their associates in New York with profit. This result has been brought about by thorough harmony and concert of action on the part of all.

—Brother F. H. Palmer, a worthy member of Chicago Division No. 1, now residing in La Porte, Ind., is prepared to furnish flowers of all kinds for decorative or funeral purposes on order at short notice. They will be sent nicely packed and promptly delivered. Members of the Order who have occasion to use them will confer a favor on a deserving brother by giving him your orders. Brother Palmer's address is box 574, La Porte, Ind.

—We are in receipt of a neat book of poems entitled, "Musing on a Locomotive," by Mr. J. W. Heylman, of Marsh Hill, Pa. Mr Heylman was an engineer for a number of years and a practical railroad man, and we can commend the book to all our associates. We know Mr. H personally, and know him to be a worthy gentleman. No words of ours can add to the beauty of the work. It can be had at the small expense of \$1.50 per copy.

—The brothers of No. 46 have just reason to feel proud in the promotion of Brother Sylvester Sykes to the assistant superintendency of the Wisconsin division of the C. & N. W. railway, and Brother W. B. Walford to the train mastership of the Wisconsin Central line at Stevens Point. In her roll of honor No. 46 heads the list. Four promotions of members of that division in two months are pretty good. We congratulate No. 46 and the promoted brothers also on their success.

—The United States Railway Passenger Conductors' Accident Association of Indianapolis, are out with a neat circular, giving testimonials almost innumerable of the benefits paid to conductors. We notice among them Brothers L. W. Roberts, H. H. Moran, A. S. Knapp, L. S. Hough, D. B. Earhart and Geo. J. Johnson. This association is prospering finely, and paying each claim promptly. Those desiring this class of insurance will do well to correspond with W. K. Bellis, secretary.

—The amounts due Brother E. B. Kallert for loss of arm, and Mrs. Mary Winegard, Mrs. Jane Hubbard, Mrs. Minnie DeBlois and Mrs. Christine Weber were paid November 11, \$12,500 in full from our Mutual Benefit Department, a total payment of \$227,723. Who can estimate the good done by this amount? This department has paid out \$104,500 this year, at an expense per member of \$27, and we assert without fear of successful contradiction that we present the cheapest insurance in the country, considering the risk.

—Mr. Robert Louis Stevenson will contribute to each number of *Scribner's Magazine* during the year 1888. He will write of many topics, old and new, and in a familiar and personal way, which will form new bonds of friendship



between the author and his thousands of readers. In the first of the series, entitled "A Chapter on Dreams," he tells some interesting facts concerning the origin of the famous story "Dr. Jekyll and Mr. Hyde." This paper will appear in the January number. *Scribner* and the *MONTHLY* sent to any one for \$3.65, regular price \$4.25.

—Instructions have been issued to the "Time Inspectors" of the Chicago & Northwestern R'y, throughout the entire system, to the effect that watches must be either non-magnetic themselves, or protected from magnetic influences, and that with either of these qualifications in connection with those of the required standard as explained in Sec. 3 of the "General Instructions," the watch should be accepted. Watches containing Paillard's Patent Non-Magnetic Balance and Hair Spring are non-magnetic in themselves, and will pass the requirements of inspectorship without further protection.

—The following were elected Grand Officers at the Annual Session of the B. of L. E., held in Chicago, commencing October 19th and closing November 2d: F. G. E., T. S. Ingram, S. G. E., D. Everett, T. G. E., Joseph Spragge, F. G. A. E., H. C. Hayes, S. G. A. E., A. R. Canner, T. G. A. E., J. C. McAlexander, G. Guide, A. W. Parley, Chaplain, N. Long, with P. M. Arthur, G. C. E., whose term did not expire, completes the roster of their Grand Officers. The re-election of Mr. Ingram is very gratifying to all, as it is to him fully as much as any other that the B. of L. E. owes its strength and popularity. He is a thorough gentleman, and justly popular with all.

New York *Tribune*, October 15th, 1897: A daring but unsuccessful attempt was made to rob a Pennsylvania freight train at Waverly, near Newark, on Sunday morning. A fast freight leaves Jersey City three times a week, and left it on Sunday morning, shortly after midnight. It was compelled to stay at Waverly, to let another train pass. While there, eight men broke open one of the cars, and but for the conductor, "Lew" Campbell, would have stolen much valuable property. He drew a large key and pointing it at one of the men threatened to shoot if he did not go back in the car. The man mistook it for a pistol and went back. The door was then locked, and the train went on to Elizabeth, where, the car being opened, seven men were found inside.

Brother Campbell is C. C. of 169.—[ED.]

—The illustrations of the *Illustrated London News* (American edition) for November 5th, present as usual instruction as well as entertainment, and cover the customary broad range of this long established and widely known publication. They are indicated by the following titles: Sketches of the Bulgarian Elections, the Disputes between Fishermen at Plymouth, State of Ireland, the late Mrs. Craik, H. M. S. Wasp, Sketches on the River Congo, Sketches at the Cat Show, Crystal Palace, the late Lady Brassey, Grand Durbar at Mandalay, in the Semois Valley, Ardennes, a Tame Lion, Algiers, and the Kali Ghaut, Calcutta. Reading matter in abundance is also provided, while now it is becoming quite generally known that newsdealers everywhere sell the paper for ten cents. Subscriptions can be sent direct to the New York office, which is in the Potter Building.

—The Mutual Aid Conductors' Insurance of Chicago held its annual meeting in Chicago on November 18 and 19, with 96 delegates present. There were but few changes in the law; the most notable one was the amendment to the disability clause in the same language as given in our proposed amendment to our Mutual Benefit laws in this issue. The election of officers resulted in the choice of John W. Malory, president; C. H. Loomis, first vice president; E. A. Sherman, second vice president; C. Huntington, secretary and treasurer for the thirteenth time. The excursion party left Sunday forenoon at 10 o'clock for Mexico on special train consisting of six sleepers, one coach and baggage car. One hundred and sixty-five persons were registered for the trip. They were tendered a special complimentary breakfast at Kansas City by conductors centering at that point. The ticket is neatly gotten up, and we judge it to be the work of Brother Coman, who is one of the committee of arrangements, his associates being Messrs. J. W. Cooper and John W. Malory. The *MONTHLY* wishes them a pleasant trip and safe return.

## RAILWAY CONDUCTORS' MONTHLY.

OFFICE OF RAILWAY CONDUCTORS---BENEFIT DEPARTMENT.

CERTIFICATE NO. .... 56 Third Avenue,  
Cedar Rapids, Iowa, December 1, 1887.

## NOTICE OF ASSESSMENTS NOS. 101, 102, and 103.

Due immediately and Membership forfeited if not paid before January 31, 1888.

N. B.—No second notices are sent hereafter. Two benefits paid from surplus.

## BENEFITS PAID FROM ASSESSMENTS Nos. 95, 96 and 97.

Ass't No.	Ben No.	PAID To	FOR	OF	CAUSE.	PAID.	Cert. No.	Div. No.
95	124	Jane B Hubbard	Death	H H Hubbard	Pyemia	Nov. 12,	3793	177
Surp.	125	Mary B Wingard	Death	The Wingard	Accident	Nov. 12,	1299	144
97	126	E B Kollert	Dis.	E B Kollert	Loss of arm	Nov. 12,	4826	44
96	127	Christine Weber	Death	A W Webber	Accident	Nov. 12,	3599	67
Surp.	128	Mary A Sliter	Death	W H Sliter	Dysentery	Nov. 20,	3556	89

## ASSESSMENTS.

Ass't No.	To Be PAID To	FOR	OF	CAUSE.	DATE.	Cert. No.	Div. No.
101	Jane Brennan	Death	Wm H Brennan	Morbus Ad's'i	Aug. 27	409	50
102	Ellen Beary	Death	Lewis K Beary	Heart dis	Sept. 19	1840	14
103	W D Loomis	Dis.	W D Loomis	Loss of Leg	Sept. 14	4330	182
Surp.	Mrs W P Worden	Death	W P Worden	Consumption	Aug. 11	1255	155

Please forward \$3.00 immediately unless a different amount is stamped in red ink.

WM. P. DANIELS, Treasurer

*In Memoriam.*

**Lordon William.**—Death has again stretched forth its hand and taken away our worthy brother, William Lordon, and the members of Toronto Division deeply mourn his loss. Bro. Lordon was killed on the night of the 9th of August last, by being struck with a tank pipe while he was in the act of getting out of his caboose cupalo. When he was picked up he was dead, his neck having been broken by the fall. The remains were taken to Port Hope for burial, wher. his parents reside. The division was not represented, as it was not known that he was killed until he was in the grave. He leaves two dear children to mourn his loss. His wife died about five years ago. Bro. Lordon's father and mother are alive, and his two brothers are conductors and members of Division 13, St. Thomas.

His life was insured for \$2,000 in the North American Insurance Co., and his children will also receive about \$500 from the insurance of the Canadian Pacific railway. His insurance is left to his sister for the benefit of his children, and I know that it has been placed in the proper hands, as a mother could not be kinder to these orphans than this young lady has been. And it is to be hoped that she will be spared long enough to see the children capable of taking care of themselves.

Toronto division, at the regular meeting in August, passed suitable resolutions of condolence, and ordered that the charter be draped in mourning for thirty days.

Bro. Lordon's life has been a very hard one to bear. His first trouble was the death of his estimable wife, and this occurred while he was out of a situation. His next burden was also hard; he was paralyzed, and it was nine months before he recovered. He had been running a passenger train for about six months before his death, but on account of some trouble he was placed on freight for three months as punishment, which he was running at the time of his death. Personally I mourn his loss as a good and kind friend.

Yours in P. F.  
ED. WILLIAMS.

**Gunnep John.**—At a regular meeting of Arkansas Valley Division No. 36, O. R. C., held at Pueblo, Col., Oct. 23, the following resolutions were adopted:

**WHEREAS**, It has pleased the Almighty God in His infinite wisdom to remove from our midst Bro. John Gunnep, who died Sept. 21, from injuries received while in the discharge of his duties at Butte Station, on the D. & R. G. railroad. Bro. Gunnep was a member of Cincinnati Division No. 107, O. R. C.; 35 years of age, and a brother of our esteemed brother, R. W. Gunnep; therefore, be it

**Resolved**, That this division extend to our bereaved brother and members of his family our heartfelt sympathy in their great sorrow in the loss of their son and brother.

**Resolved**, That a copy of these resolutions be sent to the family of our deceased brother; one to Cincinnati Division No. 107, O. R. C., and that they be sent to the RAILWAY CONDUCTORS' MONTHLY for publication.

J. H. SOULE,  
H. A. WILLIAMSON,  
HENRY W. BARTLETT,

Committee.

Pueblo, Col., Oct. 23, 1887.

**Phillips Ed. W.**, a worthy member of Division No. 61 of the Order, was killed while on duty on his train on the C. M. & St. P. railroad, between La Crosse and Chicago. He was one of the most popular passenger conductors on that line. On the fatal day, for some undescribed reason, he leaned out of his baggage-car door and was struck on the head by a bridge add knocked from his train, breaking his legs and back in the fall, and only lived a short time. He held policy No. 440 in our Mutual Benefit Department.

**Day.**—H. Walter Day, eldest son of H. A. Day, aged 10 years, was drowned August 19, while bathing in the Arkansas river. At a regular meeting of Division No. 36, the following resolutions were adopted:

**WHEREAS**, It has pleased the Supreme Ruler of the Universe to so suddenly remove from the home circle of our Brother H. A. Day and wife their son to his home above; and,

**WHEREAS**, We bow submissively to the will of a just God, and we feel that in this affliction our worthy brother has sustained a great loss; therefore be it

**Resolved**, That the heartfelt sympathy of this division be extended to our brother, H. A. Day, and wife in their great sorrow; and be it further

**Resolved**, That as a token of respect for our afflicted brother and wife, that these resolutions be spread upon the minutes of this meeting and a copy be presented to the bereaved family, and that they be published in the CONDUCTORS' MONTHLY.

H. A. WILLIAMSON,  
J. H. SOULE,  
HENRY W. BARTLETT,  
Committee.

*Pueblo, Col., Oct. 23, 1887.*

**Cartright E. W.**—In memoriam of E. W. Cartright.

**WHEREAS**, It has pleased the Supreme Architect of the Universe to remove from our midst our late brother, E. W. Cartright; and,

**WHEREAS**, The intimate relations recently held by our deceased brother with the members of this Order render it proper that we should place on record our appreciation of his services as a member and his merits as a man; therefore, be it

**Resolved**, By the Order of Railway Conductors of Crawford Division No. 109, while we bow in humble submission to the will of the Most High, we do not the less mourn the loss of our brother who has been called from our midst to his last long rest.

**Resolved**, That in the death of Brother E. W. Cartright the Order loses a brother who was ever ready to advance the interests of the Order devoted to its welfare and prosperity, and an honest, upright man, whose virtues endeared him not only to the brethren of the Order, but to all his fellow men.

**Resolved**, That this Order tender its heartfelt sympathy to the family and relations of our deceased brother in this their sad affliction.

**Resolved**, That these resolutions be entered upon the minutes of the Order, and that a copy of the same be sent to the family of the deceased, and that the hall be draped in mourning for thirty days.

A. G. MALLOTT,  
WM. WHETRO,  
J. COLUMBUS,  
Committee.

*Gallatin, O., Oct. 24, 1887.*

**Graham J. L.**—At a regular meeting of Memphis Division No. 175, on Oct. 18, the following was adopted in respect to Bro. J. L. Graham, who was killed while coupling cars on Oct. 14, 1887:

**WHEREAS**, It has pleased God to remove from us our beloved brother, J. L. Graham; therefore, be it

**Resolved**, That while submitting with human patience to the will of our Heavenly Father, we most deeply deplore the loss sustained by the sudden departure of our brother.

**Resolved**, That while our sympathy cannot mitigate the sorrow which time alone can heal, we wish, nevertheless, to extend to the family of our deceased brother our heartfelt sympathy in this their great affliction and bereavement.

**Resolved**, That our charter be draped in mourning for thirty days.

**Resolved**, That these resolutions be spread upon the record of this division, published in the RAILWAY CONDUCTORS' MONTHLY, and a copy sent to the family of our deceased brother.

WM. COPELAND,  
Z. S. GOODWIN,  
Committee.

*Memphis, Tenn., Oct. 16, 1887.*

**Strickland Frank.**—At a regular meeting held by Mattoon Division No. 37, Brotherhood of Locomotive Engineers, the following resolutions were unanimously adopted:

*Resolved*, That we tender our sincerest thanks to the members of Mattoon Division No. 101, Order of Railway Conductors, and to Beacon Lodge No. 111, Brotherhood of Locomotive Fireman, for their many acts of kindness and respect shown to our deceased brother, Frank S. Strickland, of Charleston Division No. 245, at his funeral. To Mr. L. W. Burrows, superintendent and Mr. A. M. Mozier, trainmaster I. & St. L. railroad, for furnishing transportation to members of Division No. 245 wishing to attend the funeral.

*Resolved*, That a copy be sent to the CONDUCTORS' MONTHLY, the *Fireman's Magazine* and the *Engineers' Journal*; and published in the Mattoon papers.

WILLIAM BIRD,  
W. S. WHITE,  
CALE KIRBY,

Committee.

*Mattoon, Ill., Oct. 16, 1887.*

Inserted by request of Division No. 37, B. of L. E.—Ed.

**Smith Wm.**—Died, at his home in Sunmons, Ind., Oct. 5, 1887, of cancer of the stomach, aged 55 years and 6 months. At a regular meeting of Indianapolis Division No. 103, held Sunday, October 23, the following resolutions were adopted;

*WHEREAS*, It has pleased the Grand Chief Conductor of the Universe to remove from our midst our worthy and beloved brother, Wm. Smith; and,

*WHEREAS*, Brother Smith was a charter member of this division, and a faithful conductor for 23 years on the C., I., St. L. & C. railway,

*Resolved*, That in his death his wife and family have lost a loving husband and father, and this division a true and worthy member.

*Resolved*, That to his bereaved family we extend our heartfelt sympathy in this their hour of affliction, and refer them to Him who has promised to be a husband to the widow and a father to the fatherless.

*Resolved*, That our charter be draped in mourning for a period of 30 days.

*Resolved*, That a copy of these resolutions be spread upon the records of the division; a copy sent to the CONDUCTORS' MONTHLY for publication, and a copy sent to the bereaved family of our deceased brother.

G. W. TYER,  
JAS. PRENTICE,  
I. D. BALDWIN,

Committee.

**Monehan H. S.**—At a regular meeting of Bloomington Division No. 87, held at Bloomington, Ill., Oct. 30, we, the following committee, having received the sad news of the death of a member of our brother Harry S. Monehan's family,

*Resolved*, That Bloomington Division No. 87 sends Brother Monehan and wife our regrets and heartfelt sympathy in their great loss.

D. DONOHUE,  
G. M. STEWART,  
JOHN WEINHART,

Committee.

*Bloomington, Ill., Oct. 30, 1887.*

**Case Henry** was born March 20, 1832, and in his early life learned the trade of harness-making, and followed it until he entered the service of the C. & N. W. R'y Co. as brakeman. His prompt attention to duty soon gave him promotion—first, to freight and soon after to passenger conductor. In the latter capacity he served this company until he died. Brother Case was a charter member of Division No. 33, at Clinton, and had served as its Chief from the organization to the day of his death, with the exception of about a year and a half. He represented No. 33 in the annual meeting of the Order held in Boston in 1884. Those who were in attendance will remember him.

Brother Case was buried at Elkhorn, Wis. Kind, genial, gentlemanly always as a conductor, as a citizen and a brother he is sadly missed from the road and division circle. We are indebted to him for kindly words of advice and counsel, and we feel safe in saying that few enjoyed the full confidence and all as fully as did Brother Henry Case.

**Morton.**—At a regular meeting of Minneapolis Division 118, the following preamble and resolutions of respect were adopted upon the death of Mrs. Carrie M. Morton, wife of our respected brother, William Morton:

**WHEREAS,** It was the will of the Supreme Architect of the Universe to call from amongst us the wife of our beloved brother, Mrs. Carrie L. Morton, who died at Horton, Kansas, October 8, 1887.

**WHEREAS,** It is with feelings of heartfelt sorrow that we are called upon to mourn the death of Mrs. Morton, who was removed from our midst in the prime of life, reminding us once more of the uncertainty of life, and the certainty of death: and our duty to be prepared for the great and final change.

**Resolved,** That we tender to the sorrowing husband our heartfelt sympathy in this his greatest affliction. May he be not as one without hope, but ever bearing in mind that for true consolation he must look to Him who giveth and taketh away, and may our Heavenly Father care for him, and sustain him, be our earnest and heartfelt prayer.

**Resolved,** That a copy of these resolutions be entered on the minutes of our division; a copy to be forwarded to the husband, and that they be published in the **RAILWAY CONDUCTORS' MONTHLY**.

D. G. THOMPSON,  
H. STAPLES,

Committee.

**Miller**—At a regular meeting of Division No. 73, Order of Railway Conductors, the following resolutions were adopted:

**WHEREAS,** For the first time since Division No. 73, Order of Railway Conductors, was organized, the Grand Chief Conductor of the Universe has broken our happy circle by taking away from our midst our worthy brother, E. W. Miller, by the awful disease, diphtheria,

**Resolved,** That in his death we lose a good member and a worthy brother, who was young and cheerful, with a kind word for all, and a bright light of our division.

**Resolved,** That in his sudden departure we recognize the slight thread that binds us to earthly things; and that the dangers of our calling should remind us how suddenly we are apt to leave our family and friends.

**Resolved,** That to his bereaved wife and fatherless children our sincere sympathy be extended.

**Resolved** That a copy of these resolutions be presented to his family, and also printed in the **CONDUCTORS' MONTHLY**. (Ashtabula papers please copy.)

PHILO LOCKWOOD,  
GEO. H. CROSS,  
ROBT. BYCRAFT,

Committee.

*Ashtabula, Nov. 6, 1887.*

From our Order a good brother has gone,  
One whom to duty would always respond.  
From his home a kind husband and parent,  
Has passed to the realms which angels inherit.

From danger, sickness, hardship and cold,  
From earth's dreary life to a home in the fold.  
Regardless of regulars, specials, wrecks or disaster,  
His spirit has flown to dwell with its Master.

To a haven of rest and a home of delight,  
May thy soul on golden wings take its flight.  
And even as the years of endless eternity roll,  
May thy peace, joy and comfort bring unto thy soul.

Around the throne with harp, timbrel and songs divine,  
To honor thy name of one who is source of all.  
May thy praises forever with angels combine,  
So dwell thee thrice happy reunited above.

**Tyer C. W**—At a regular meeting of Bloomington Division No. 87, held at Bloomington, Ill., Oct. 30, we the following committee having received the sad news of the death of Brother Tyer,

**Resolved,** That Bloomington Division No. 87 send their heartfelt sympathy and regrets to the family of our late brother, G. W. Tyer, having been notified by Indianapolis Division No. 108 of his death.

D. DONOHUE,  
GEO. M. STEWART,  
JOHN WEINHART,

Committee.

*Bloomington, Ill., Oct. 30, 1887.*

**West M. N.**—"In the midst of life we are in death." How truly this sad fact has been verified to us in the interment of our steadfast friend and brother, M. N. West, which was our painful duty to perform to-day. His body now reposes in the silent dust of Live Oak Cemetery. We do not see how we could better epitomise the man than to say that he was a gentleman. He was, indeed, a man who won confidence and trust from all who knew him. Though encompassed as he was by perils and the hardships of railroad life, he was never known to swerve from his post, and this last act of his life is a testimony of his devotion to his duties. He was a man of few words; as a friend he was true; as an employe faithful; as a member of our Order was every ready to assist in carrying out the noble work of our brotherhood. Though his name will not be echoed by fame, his memory will live with those who knew his true value and can speak loudest in his praise. We, as an Order, have been deprived of one of our sincerest members, which sad occurrence took place last evening about 2 o'clock. While in the discharge of his duties he was on top of his train and was struck by an oven-head bridge and was killed instantly.

To his bereaved family, whose hearts are burdened with sorrow in the sudden death of a devoted husband and an affectionate father, we tender our heartfelt sympathies, and commend them to God for consolation, knowing that words are inadequate to lessen their deep sorrow.

A. M. SLEDGE.

*Selma, Ala., November 7, 1887.*

**Byers.**—At a regular meeting of Des Moines Division No. 38, O. R. C., held on October 23, 1887, the following resolutions were unanimously adopted:

WHEREAS, It has pleased an all-wise God to lay His hand in heavy affliction on our brother, Jacob Byers, taking from his side a loved wife, the joy of his household and dearest companion in life, shedding darkness and gloom and making desolate a once happy home; therefore be it

*Resolved,* That while it is not for man to question the ways of his Creator, yet it is but human to sorrow for the loss of those that we love, and we hereby extend to our brother our sympathies in this his darkest hour in life; but to the broken heart words seem so cold and meaningless, we would point him to that Divine Being who, we are assured, doeth all things well, and to a happy reunion in that brighter and better world where no farewells are ever said; and be it further

*Resolved,* That these resolutions be spread upon the records of this meeting as expressing the sentiments of every member, and a copy be presented to our bereaved brother; also one be sent to the RAILWAY CONDUCTORS' MONTHLY for publication.

HOWARD CAFFE,  
C. E. NICHOLAS,  
J. A. PIATT,

Committee.

*Des Moines, Iowa, Oct. 30, 1887.*

**Tarring John.**—At a regular stated meeting of West Philadelphia Division No. 162, O. R. C., the following resolutions were unanimously adopted:

WHEREAS, It has pleased Almighty God in His infinite goodness and wisdom to remove from our midst our worthy brother, John Tarring, Sept. 13, 1887, after a brief illness; therefore, be it

*Resolved,* By the death of Brother Tarring, his family have lost an affectionate and devoted husband and father, and that the heartfelt sympathy of this division be extended to them, hoping that they will find consolation in the thought that the deceased had a ways been true to their best interests while on earth, and that they will all meet him in that better land where grief and sorrow never enter; and that He who careth for the widow and orphan will comfort them in their great affliction.

*Resolved,* Another link having been sundered from the fraternal chain that binds us together, may we who survive him be more strongly cemented together in ties of union and friendship, and during the short space allotted us here, strive to mutually promote the welfare and happiness of one another.

*Resolved,* That our charter be draped in mourning for a period of thirty days, and that a copy of these resolutions be sent to his bereaved family, and published in the MONTHLY of our Order.

WM. J. MAXWELL,  
JOHN H. YOUNG,  
W. A. BINGHAM,

Committee.



Volume 4.

JANUARY, 1887.

Number 1.



**R**AILWAY  
**C**ONDUCTOR'S  
**M**ONTHLY

WM. P. DANIELS, Editor.

C. S. WHEATON,  
E. B. COMAN,  
Associate Editors.



ORANGE SACKETT,  
J. B. W. JOHNSTONE,  
Associate Editors.

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PUBLISHED BY THE

**"ORDER OF RAILWAY CONDUCTORS"**  
CHICAGO, ILL.



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THE LARGEST MANUFACTORY OF SECRET SOCIETY GOODS IN THE WORLD.

## THE "RAILWAY CONDUCTORS' MONTHLY."

Entered at Post Office, Chicago, Ill., as second-class matter.

*The cheapest and best publication of its class, will contain for the year 1887 fifty-six pages of reading matter each month.*

**THE MONTHLY** may be found on file at Geo. P. Rowell & Co.'s Newspaper Advertising Bureau, 10 Spruce St., New York City, where advertising contracts may be made for it.

## RAILWAY CONDUCTORS' MONTHLY.

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**MONTHLY.**

**LIBERAL PREMIUMS GIVEN.**



## GRAND OFFICERS OF THE ORDER OF RAILWAY CONDUCTORS.—1886.

*Grand Chief Conductor.*—CALVIN S. WHEATON, Chicago, Ill.  
*Assistant Grand Chief Conductor.*—EDMUND COMAN, 905 W. 13th St., Kansas City, Mo.  
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*Grand Senior Conductor.*—WILLIAM J. DURBIN, 726 Clybourn street, Milwaukee.  
*Grand Junior Conductor.*—WILLIAM W. FLACK, 916 Western Ave., Minneapolis, Minn.  
*Grand Inside Sentinel.*—CHAS. W. EVANTS, Box 290, Meadville, Pa.  
*Grand Outside Sentinel.*—JAMES H. HALL, 73 Brockton Road, Parkdale, Ontario.

### EXECUTIVE COMMITTEE.

JNO. N. ROBINSON, Chairman 401 Eleventh street, Milwaukee, Wis.—Term expires May, 1887.  
 HIRAM HURTY, Elmira, N. Y.—Term expires May, 1888.  
 ERWIN H. BALKNAP, Galesburg, Ill.—Term expires May, 1889.

### INSURANCE COMMITTEE.

CALVIN S. WHEATON, Chairman, Chicago, Ill.—Term expires May, 1887.  
 WILLIAM H. INGRAM, St. Thomas, Ont.—Term expires May, 1887.  
 W. S. SEARS, Adrian, Mich.—Term expires May, 1888.

### PAST GRAND CHIEF CONDUCTORS.

W. L. COLLINS, CYRUS A. STANCHFIELD, JOHN B. MORFORD.

## DIVISION DEPARTMENT.

(When not otherwise given, address of officers is at the place where Division is located.)

- Chicago Div. No. 1, Chicago, Ill.** C. C., Wm. Kilpatrick, 220 Park ave.; Sec. and Treas., J. P. Es-may, Wells street depot, Room 20. Meets 1st and 3d Sundays in each month at 10:00 a. m., at 2d West Randolph st., Chicago, Ill.
- Buffalo Div. No. 2, Buffalo, N. Y.** C. C., W. S. Chapman, 71 Prospect st., Lockport, N. Y.; Sec. and Treas.; W. J. Jackman, Tucker's Hotel. Meets 2d, 3d and 4th Sundays of each month at 2:00 p. m. in Stend's hall, over 108 E. Seneca st., Buffalo, N. Y.
- St. Louis Div. No. 3, St. Louis, Mo.** C. C., M. F. Compton, 2330 South 11th st.; Sec. and Treas., W. M. Wheeler, 2953 Atlantic st. Meets 2d and 4th Sundays in each month at 13:00, in Elk's hall, over People's Theatre.
- Marshall Div. No. 4, Marshalltown, Ia.** C. C., R. S. McMurray, L. box 274; Sec. and Treas. Meets 1st and 3d Sundays in each month at 3:00 p. m. in G. A. R. Hall, cor. Main st. and 1st ave.
- Collins Div. No. 5, Baltimore, Md.** C. C., J. S. Mewshaw, Calvert Station; Sec. and Treas., George Dewey, 300 Aisquith st. Meets ev ry Monday at 9:30 a. m., at "Old Town Bank Hall," cor. Gay and Exeter sts.
- Battle Creek Div. No. 6, Battle Creek, Mich.** C. C. N. D. Austin, Williams House. Sec., N. E. Retallick, 167 S. Jefferson st. Meets 2d and 4th Sundays at 2:00 p. m., in K. of P. room, Castle hall, Morgan block, Battle Creek, Mich.
- Houston Div. No. 7, Houston, Tex.** C. C., J. A. Martin, 154 Travis st.; S. C. W. E. Ligon. Meets 1st and 3d Sun lays in each month at 10:00 a. m., cor. Congress and Fanin sts.
- Rochester Div. No. 8, Rochester N. Y.** C. C., J. O. Spellman, National Hotel; Sec. Geo. H. Clark, 57 Chestnut st. Meets every Sunday at 15:00, Consistory hall, over 14 State st.
- Elmira Div. No. 9, Elmira, N. Y.** C. C., C. A. Burr, Lewis House, Binghamton, N. Y.; Sec., C. A. Ward, 405 Columbia st. Meets 2d and 4th Sundays in each month at 3 p. m., in I. O. O. F. Temple, Water st.
- Southern Tier Div. No. 10, Waverly, N. Y.** C. C., M. Dearborn; Sec., Burt Hutchins, lock box 55, Sayre, Pa. Meets 1st and 3d Sundays in each month at 2:30 p. m., s. e. corner Broad and Ful-ton sts.
- Emporia Div. No. 11, Emporia, Kan.** C. C., H. K. Stewart; Sec. and Treas., C. F. Skidmore, lock box 1175. Meets in K. of P. Hall, 1st and 3d Sun-days in each month at 2 p. m., s. e. cor. Fifth ave. and Merchant st.
- Lackawanna Div. No. 12, Scranton, Pa.** C. C., John J. Farrell, Dunmore, Pa., Sec., M. B. Schoonover, Dunmore, Pa. Meets 2d and 4th Sundays each month at 2:30 p. m., in German Odd Fellows' hall.
- Union Div. No. 13, St. Thomas, Ont.** C. C., A. W. Martan, box 251; Sec., W. H. Ingram, box 265. Meets every Sunday at 2 p. m., city time. Masonic block, Talbot st., east end.
- Cleveland Div. No. 14, Cleveland, O.** C. C., A. J. Thiemman, Collinwood, Ohio, box 13; Sec., F. A. Bunnell, 326 Lake st. Meets 2d and 4th Sundays in each month at 1 p. m., in I. O. O. F. hall No. 52 Public Square, Cleveland, Ohio.
- Stratford Div. No. 15, Stratford, Ont.** C. C., Mark Wade; Sec., E. J. Burton, box 438. Meets 2d and 4th Sundays each month at 2:30 p. m., Forester's hall.
- London Div. No. 16, London, Ont.** C. C., Adam Douglas, 275 Talbot st.; Sec., John McAuliffe, G. T. R. y. Meets 2d and 4th Mondays of each month at 2:30 p. m., in B. of L. E. hall.
- Toronto Div. No. 17, Toronto, Ont.** C. C., George Pike, 101 D'Arcey st.; Sec., J. H. Hall, 72 Brock-ton Road, Parkdale, Ont. Meets 1st and 3d Sun-day in each month, Odd Fellows hall, cor. Queen and Cameron sts.
- Three States Div. No. 18, Cairo, Ill.** C. C., W. A. Krefe, Everett House, St. Louis, Mo.; Sec., F. M. Conlan, Vincennes, Indiana. Meets every Sunday at 2 p. m., cor. Sixth and Commercial ave.
- Elkhart Div. No. 19, Elkhart, Ind.** C. C., S. H. Hussey, box 980; Sec., G. W. Huntley, box 979. Meets 2d Sunday at 2 p. m., and 4th Tuesday of each month at 8 p. m., in K. of P. hall, cor. Franklin and Main sts.
- Garfield Div. No. 20, Collinwood, O.** C. C., D. H. Rogers, box 230; Sec., M. N. Hyde, lock box "F." Meets in B. of L. E. hall, Collamer st., every alternate Tuesday at 7:30 p. m., commencing Dec. 12, 1882.
- Creston Div. No. 21, Creston, Ia.** C. C., P. C. Hawkins; Sec., J. C. Woodside, box 1154. Meets 1st and 3d Sundays of each month at 14:30, in K. of P. hall, No.— Pine street, Creston, Iowa.
- Mason City Div. No. 22, Sanborn, Ia.** C. C., S. W. Derrick, Mason City, Ia.; Sec., H. L. George, lock box 278, Sinborn, Iowa. Meets 2d and 4th Sundays in each month at 2 p. m., in Masonic hall, corner of Commercial and Fifth sts

- Sylvania Div. No. 23, Catawissa, Pa. C. C., R. B. Schlinck;** Sec., Aaron W. Stadler. Meets 1st and 3d Sundays of each month at 18:00, News Item hall, Main st., and last Monday at 19:00.
- St. Albans Div. No. 24, St. Albans, Vt. C. C., E. D. Nash;** Sec., M. D. Downey, box 594. Meets 1st Friday and 3d Wednesday in each month at 7:30 p. m., in Lock & Twigg's block, Main st.
- Maple City Div. No. 25, Watertown, N. Y. C. C., G. W. Howland;** Sec., Frank J. Gordon, Carthage, N. Y. Meets 1st and 3d Sunday in each month.
- Morford Div. No. 26, Toledo, O. C. C., M. A. Loop, Jonesville, Mich.;** Sec., E. W. Purrett, 74 Magnolia st. Meets 1st Monday at 7:30 p. m., and 3d Sunday of each month at 2 p. m., Grand Army hall, cor. Summit and Madison sts.
- Arnum Div. No. 27, Hamilton, Ont. C. C. Jno. McKay,** 110 Cannon st., west; Sec. and Treas., James Ogilvie, Barton st. Meets 1st Monday and 3d Saturday of each month at 8 p. m.
- Carver Div. No. 28, Atchison, Kan. C. C., John H. Town,** lock box 622; Sec., L. T. Smith, box 326, Cameron, Mo. Meets 2d and 3d Sunday at 2 p. m., in I. O. O. F. hall.
- Randolph Div. No. 29, Ottawa, Ont. C. C., W. O. Washburn,** Royal Exchange Hotel; Sec., W. C. Wright, box 634, Brockville, Ont. Meets 1st and 3d Mondays of each month at 7:30 p. m., in Bains hall.
- Osark Div. No. 30, Springfield, Mo. C. C., G. B. Smith;** Sec. and Treas., R. E. Ivett, 135 Washington ave., North Springfield, Mo. Meets 2d and 4th Sundays at 2 p. m., in Masonic hall, Commercial st.
- Star Div. No. 31, Burlington, Ia. C. C., Wm. C. Cross,** Train Master's office, C. B. & Q. R'y; Sec., H. H. Goodell, 411 South Ninth st. Meets 1st Monday at 2 p. m., and 3d Sunday at 2 p. m., each month, Postoffice building, cor. Third and Washington sts.
- Keystone Div. No. 32, Meadville, Pa. C. C., Jno. Decker;** Sec., E. B. Hunt, box 444. Meets 1st and 3d Thursdays at 1 p. m., and 2d and 4th Fridays at 7:30 p. m., in Royal Arcanum hall, Phoenix block.
- Clinton Div. No. 33, Clinton, Ia. C. C., F. R. Corliss;** Sec., N. J. Oakes. Meets 1st and 3d Sundays in each month at 2 p. m., in I. O. O. F. hall.
- Boone Div. No. 34, Boone, Ia. C. C., F. Champ- lin;** Sec., W. P. Foote. Meets the 2d and 4th Sundays of each month at 2 p. m., in I. O. O. F. hall.
- North Platte Div. No. 35, North Platte, Neb. C. C., G. R. Hammond;** Sec., W. L. Park. Meets 1st Sunday of each month at 8 p. m., in I. O. O. F. hall, Spruce st.
- Arkansas Valley Div. No. 36, South Pueblo, Col. C. C., L. Gorman,** box 90; Sec., H. W. Bartlett, box 716, Pueblo, Col. Meets 2d and 4th Sundays in each month at 2:30 p. m. and 7:30 p. m., respectively, A. O. U. W. hall.
- Delaware Div. No. 37, Phillipsburgh, N. J. C. C., L. P. Titus,** Easton, Pa.; Sec., Sam Phipps, box 519. Meets 1st and 3d Sundays in each month, B. and D. depot building.
- Des Moines Div. No. 38, Des Moines, Ia. C. C., O. O. Winter;** Sec., L. R. Carver, 916 Bank st., Keokuk, Ia. Meets 2d Sunday in each month at 10:00, and 4th Sunday at 14:00, in A. O. U. W. hall, cor. E. and Locust streets.
- Hannibal Div. No. 39, Hannibal, Mo. O. C., F. A. Henshaw,** 618 Hill st.; Sec., W. H. DeWitt, 311 N. 4th st. Meets 1st and 3d Sundays in each month, I. O. O. F. hall on Broadway.
- St. Paul Div. No. 40, St. Paul, Minn. C. C., John Gillbo,** 179 Genesee st.; Sec., R. L. Willard, box 2465, residence 104 University ave. Meets 1st Monday and 3d Tuesday at 7:30 p. m. in each month at G. A. R. hall.
- Stanhfield Div. No. 41, Chicago, Ill. C. C., C. H. Wilkins,** 1746 Butterfield st.; Sec., S. L. McDowell, 3414 State st. Meets 1st and 3d Mondays at 2 p. m., and 2d and 4th Sundays at 10 a. m., in Bachman's hall, 4847 State st., cor. 49th.
- Trenton Div. No. 42, Trenton, Mo. C. C., E. A. Stone,** box 174; Sec., S. R. Green. Meets 1st and 3d Sundays in each month at 3 p. m., in Trenton Division hall, 17 Elm st.
- Central Div. No. 43, East Syracuse, N. Y. C. C., D. N. Lepper,** box 73; Sec., Wm. Morris, L. box M. Meets every Sunday at 3 p. m., in A. O. U. W. hall, Manlius st.
- Denver Div. No. 44, Denver, Col. C. C., G. M. Shute,** 1743 Curtis st.; Sec., E. J. Stout, 153 16th st. Meets 1st and 3d Sundays in each month at 1:30 p. m., 368 Holiday st.
- Chapman Div. No. 45, Oneonta, N. Y. C. C., Wm. Webster,** 43 Muncie st., Binghamton, N. Y.; Sec., R. V. Humphrey. Meets 1st and 3d Sunday of each month at 6:30 p. m., in B. of L. E. hall, Main st.
- Milwaukee Div. No. 46, Milwaukee, Wis. C. C., W. B. Woolford;** Sec., A. L. Vannaman, 516 Grand ave. Meets 1st and 3d Sundays in each month at 2 p. m., in K. of H. hall, No. 1 Grand av.
- North Star Div. No. 47, Winnipeg, Man. C. C., M. F. Hawkins,** care C. P. R'y; Sec., Jos. Fahey, care C. P. R'y. Meets 2d Sunday at 2 p. m., and 4th Sunday in each month at 7:30 p. m., hall cor. Main and Common sts.
- International Div. No. 48, Detroit, Mich. C. C., James Anderson,** box 537 Windsor, Ont.; Sec., John Howard, Michigan Exchange Hotel. Meets 1st and 3d Sundays at 14:00, in Leonard hall.
- Moberly Div. No. 49, Moberly, Mo. C. C., Samuel Paul,** 1261; Sec. and Treas., J. H. Pierce, lock box 225. Meets every Sunday in Hannah's hall, cor. Reed and Williams sts.
- Hartford Div. No. 50, Hartford, Conn. C. C., Daniel J. Ewell,** 40 Williams st.; Sec., C. S. Brigham, 10 Russ st. Meets 2d and 4th Sundays in each month, at Temple of Honor hall, 91 Asylum st., at 2 p. m.
- Royal Div. No. 51, Longview, Texas. C. C., B. F. Caperton,** Texarkana, Ark.; Sec., Samuel Proud. Meets every Wednesday at 1:30 p. m., Lo ge Building.
- Neversink Div. No. 52, Port Jervis, N. Y. C. C., D. P. Schultz;** Sec., F. Rosenkrans, 36 Ball st. Meets 2d and 4th Sundays in each month at 2 p. m., in Farnum block, Pike st.
- Lone Star Div. No. 53, Denison City, Texas. C. C., A. B. Garrettsen,** box 366; Sec., Charles H. Loomis, lock box 518. Meets 1st and 3d Sundays in each month, at I. O. O. F. hall, Main st.
- New York City Div. No. 54, New York City, N. Y. C. C., A. Holdridge,** box 74, Long Island City, N. Y.; Sec., W. W. Appar, box 233, Patchogue, N. Y. Meets 2d and 4th Mondays in each month at 12 p. m., 300 Eighth ave.
- Kaw Valley Div. No. 55, Kansas City, Mo. C. C., Norman Watkins;** Sec., A. W. Williams, Union Depot. Meets 2d and 4th Sundays in each month at 2 p. m. Elks hall, 511 Delaware st.
- Priest Div. No. 56, Albany, N. Y. C. C., Chas. Markell,** West Albany, N. Y.; Sec., J. C. Sheldon, D. & H. C. Depot, Albany, N. Y. Meet 1st and 3d Mondays, at 14:30, in Miller's hall, No. 18 and 20 South Pearl st.
- Evergreen Div. No. 57, Fort Worth, Texas. C. C., Alf. Bailey,** 248 S. Rusk st.; Sec., J. W. Housel, box 248. Meets 1st and 3d Sundays each month in K. P. hall, Main st., between 2d and 3d, at 3 30 p. m.

**Valley City Div. No. 59, Cedar Rapids, Iowa.** C. C., C. A. Millard; Sec., C. S. Weston, 316 W. 5th st. Meets 1st and 3d Sundays in each month, 14:30, room 13, Post Office block.

**Alamo Div. No. 59, Texarkana, Ark.** C. C., J. B. Powell, lock box 213; Sec., A. Kiniment, box 139. Meets every Tuesday at 7:30 p. m., in each month, in our own hall.

**Queen City Div. No. 60, Sedalia, Mo.** C. C., O. E. Parsons, 710 E. 4th st.; Sec., B. F. Blythe, Cor. 3d and Quincy sts. Meets 1st and 3d Sundays in each month, at 2 p. m., Pythian hall, 5th st. opposite Court House.

**La Crosse Div. No. 61, La Crosse, Wis.** C. C., Jerry Mullen, box 313, Portage, Wis.; Sec., Geo. J. Johnson, box 282. Meets every Sunday in each month at 2:30 p. m., Koop's hall.

**Lefgett Div. No. 62, Bucyrus, Ohio.** C. C., F. Daugherty; Sec., A. H. Gardner. Meets 1st and 3d Sunday in each month, at 10 a. m., in National hall, cor. Sandusky ave. and Rensselaer st., Bucyrus, Ohio.

**Thurber Div. No. 63, Austin, Minn.** C. C., Geo. H. Cross; Sec., ———. Meets 1st and 3d Sunday in each month, at 10 a. m., C. M. & St. P. Ry. building.

**Erie Div. No. 64, Erie, Penn.** C. C., J. L. Rice, 734 East 14th st.; Sec., S. H. Whipple, 249 West 17th st. Meets 1st and 3d Sunday in each month, at 1:30 p. m., 17th st., in A. O. U. W. hall.

**Banana Div. No. 65, Nickerson, Kan.** C. C., A. D. Butt, box 98; Sec., L. J. Lemere, box 253. Meets 1st and 3d Tuesday in each month, 1:30 p. m., Main st., McCormick's block.

**Griffin Div. No. 66, Keokuk, Iowa.** C. C., H. Cellyham, 124 S. 2d st.; Sec., J. R. Roberts, 1212 Blondeau st. Meets 1st and 3d Sundays in each month, at 2 p. m.

**Johnson Div. No. 67, Dubuque, Iowa.** C. C., Chas. N. Jackson, 1571 Bluff st.; Sec., E. Chamberlain, 535 Locust st. Meets 2d and 4th Sundays at 1:30 p. m. in Kassidean Knights hall, cor. 9th and Locust sts.

**Baraboo Div. No. 68, Harvard, Ill.** C. C., Thos. McCoy; Sec., A. F. Barrett. Meets 1st and 3d Monday in each month, at 2 p. m. in A. O. U. W. hall.

**El Paso Div. No. 69, El Paso, Texas.** C. C., J. L. Finley, Big Springs, Texas, lock box 32; Sec., A. C. French, L. box 250. Meets 1st and 3d Saturday evening, in Odd Fellows New Hall, El Paso st.

**Montesuma Div. No. 70, Las Vegas, N. M.** C. C., J. A. Wisner; Sec., A. P. Gatchel, 116 Grand ave. Meets 2d and 4th Sunday in each month at 2 p. m., in K. of P. hall, 312½ R. R. ave.

**Wheaton Div. No. 71, Little Falls, N. Y.** C. C., C. E. Clock; Sec., F. A. Mitchell. Meets 1st and 3d Sunday in each month at 2 p. m., in I. O. O. F. hall, Albany st.

**Greer Div. No. 72, Fargo, Dakota.** C. C., T. R. Sloan, box 1760. Sec., Curtis H. Baker, box 734. Meets 2d and 4th Saturday of each month at 8 p. m., in I. O. O. F. hall, Fargo, Dakota.

**Ashtabula Div. No. 73, Ashtabula, O.** C. C., Wm. H. Bevington; Sec., J. W. Van Epps. Meets 1st and 3d Sundays in each month in K. of H. hall, at 9:30 a. m., 90 meridian time.

**Kenwood Div. No. 74, Decatur, Ill.** C. C., E. J. Layman; Sec. and Treas., Chas. A. Ball, 712 N. Main st. Meets 1st and 3d Sundays in each month at 2 p. m. in K. of P. hall.

**Red River Valley Div. No. 75, Crookston, Minn.** C. C., W. D. Scott; Sec., I. W. Ross, Barnesville, Minn. Meets 1st and 3d Sunday in each month at 2 p. m. in Odd Fellows' hall.

**San Antonio Div. No. 76, San Antonio, Texas.** C. C., E. S. Heffernan, 716 Ave. C.; Sec., W. A. Shafer, Sunset depot. Meets 1st and 3d Saturday in each month at 10:30 a. m., in Odd Fellows' hall.

**Palestine Div. No. 77, Palestine, Texas.** C. C., S. E. Carnahan, International hotel; S. & T., Geo. T. Galloway, acting. Meets every Sunday at 2:30 p. m., in K. of P. Hall.

**Robinson Div. No. 78, Savanna, Ill.** C. C., E. B. Carr, box 968, Freeport, Ill.; Sec., A. E. Hodges. Meets 2d Sunday of each month, at 9 a. m., and 4th at 2 p. m., in O. R. C. hall.

**Peoria Div. No. 79, Peoria, Ill.** C. C., Fred Gillett, 211 Oak st.; Sec., G. W. Scott, 504 Hamilton st. Meets 2d and 4th Sundays in each month at 10 a. m., in A. O. U. W. hall, 3d floor, cor. Adams and Fulton sts.

**West Farnham Div. No. 80, Newport, Vt.** C. C., J. S. Hardy; Sec., J. P. Whitney, Newport, Vt. Meets 1st Thursday of each month in Masonic hall.

**Friendship Div. No. 81, Beardstown, Ill.** C. C., C. C. Park; Sec., L. J. Golden, box 34. Meets 1st and 3d Monday at 7 p. m., and 2d and 4th Sundays at 2 p. m.

**Durbin Div. No. 82, Madison, Wis.** C. C., E. D. Carrell, 432 Main st.; Sec., C. H. Kinzie, box 254, Prairie du Chien, Wis. Meets 2d and 4th Sundays in each month.

**Galesburg Div. No. 83, Galesburg, Ill.** C. C., S. C. Ayres, 131 S. Cedar st. Meets 1st Wednesday at 7:30 p. m. and 3d Sunday at 2 p. m., in each month, at College City hall.

**Perry Div. No. 84, Perry, Iowa.** C. C., C. J. Blanchard; Sec., F. L. Moore. Meets 2d and 4th Sundays in each month at 11 a. m.

**Astec Div. No. 85, Winslow, Arizona Terr.** C. C., Thos. Gillyuly; Sec., L. W. Roberts. Meets 1st and 3d Sundays in each month, at 9 a. m.

**Delta Div. No. 86, Escanaba, Mich.** C. C., Wm. Manley; Sec., J. W. Staiger, box 144. Meets 2d and 4th Sundays in each month in Odd Fellows' hall. Wm. Gibson, agent for "Monthly."

**Bloomington Div. No. 87, Bloomington, Ill.** C. C., John H. Weed; Sec. and Treas., John H. Ruben, 907 W. Washington st. Meets 2d and last Sunday of each month at 2:30 p. m., in Odd Fellows' hall, 210 N. Centre st.

**Defries Div. No. 88, Riviere, Du Loupe, P. Q.** C. C., L. H. Levesseur; Sec., T. A. Moreau, box 26, South Quebec, P. Q. Meets 2d and 4th Sundays.

**Monon Div. No. 89, Louisville, Ky.** C. C., L. L. Ludwick, 1905 W. Madison street; Sec., S. F. Randall, 14th and Main sts. Meets at 9:30 a. m. every Sunday in Fall City hall, Market sts., between 11th and 12th sts.

**Waseca Div. No. 90, Waseca, Minn.** C. C., Harry Priest, Turtle Lake, Wis.; Sec., J. Mahoney, 178 W. 5th st., Winona, Minn. Meets every Sunday.

**Mount Hood Div. No. 91, Portland, Oregon.** C. C., G. W. Dustin, Umatilla, Oregon; Sec., Wm. Weidner, The Dalles, Oregon, box 174. Meets 2d and 4th Sundays at 2 p. m., in K. of P. hall, 4th st.

**Terre Haute Div. No. 92, Terre Haute, Ind.** C. C., George Likert, 502 North Ninth st.; Sec., D. W. Batcheler, 334 North 13th st. Meets 1st Monday at 13:30, and 3d Sunday of each month at 9:30, cor. 7th and Main sts.

**Fort Dodge Div. No. 93, Fort Dodge, Iowa.** C. C., J. L. Ellis, lock box 976, Waterloo, Iowa; Sec. and Treas., T. H. Sullivan.

**Altoona Div. No. 94, Altoona, Wis.** C. C., J. R. Condit, box 182; Sec. and Treas., F. Briggs. Meets 1st and 3d Saturdays in each month, at 3:15 p. m. in B. L. F. hall.

- Harvey Div. No. 95, McCook, Neb.** C. C., P. F. McKenna; Sec. and Treas., C. H. Harvey. Meets 1st and 3d Sundays at 1:30 p. m., in Masonic hall.
- Belknap Div. No. 96, Aurora, Ill.** C. C., F. Reese, box 112; Sec., C. D. Rossetter, 194 Lincoln ave. Meets at 3 p. m. 1st and 3d Sundays in each month at cor. Main and Broadway, 3d floor.
- Goodhouse Div. No. 97, Goodhouse, Ill.** C. C., A. Johnsten; Sec., Chas. Wimsett, box 104. Meets 1st and 3d Mondays and 2d and 4th Sundays in each month, at 1 p. m., in I. O. O. F. hall.
- Montgomery Div. No. 98, Montgomery, Ala.** C. C., J. J. Chambers, L. & N. Ry.; Sec. and Treas., D. D. Curran. Meets 1st and 3d Saturdays in each month at 2:00.
- Milbank Div. No. 99, Milbank, Dakota.** C. C., R. H. Fargo; Sec., Fred. Camp. Meets 2d and 4th Sundays in each month at 2 p. m., in Masonic hall.
- Hollingsworth Div. No. 100, Columbus, Ohio.** C. C., A. O. Hunter, 36 North Grubb st.; Sec., H. P. Feltrow, box 215. Meets 2d and 4th Sundays of each month in I. O. O. F. hall.
- Mattoon Div. No. 101, Mattoon, Ill.** C. C., W. W. Simpson; Sec., C. S. McKee, box 977. Meets 1st and 3d Sundays at 1:30 p. m., each month, in K. P. hall.
- Oatley Div. No. 102, Grand Rapids, Mich.** C. C., B. A. Oatley, Eagle Hotel; Sec. and Treas., Fred Volkert, 273 4th ave. Meets 2d and 4th Sundays in each month, at 1:30 p. m., at 30 Canal st.
- Indianapolis Div. No. 103, Indianapolis, Ind.** C. C., Jno. U. King, 75 Madison ave.; Sec., I. D. Baldwin, 26 S. Illinois st. Meets 1st and 3d Sundays at 1:30 p. m., in Red Men's hall, Griffith's block.
- Millard Div. No. 104, Middletown, Orange Co., New York.** C. C., A. H. Corwin, box 334; Sec. and Treas., G. T. Walker, box 268. Meets every 1st and 3d Sunday in each month at 2 p. m., in K. of H. hall.
- Ogilvie Div. No. 105, Meridian, Miss.** C. C., K. A. McElroy; Sec. and Treas., R. E. Harris. Meets 2d and 4th Sundays at 2 p. m., in hall, cor. Johnson and High sts.
- Rock Island Div. No. 106, Rock Island, Ill.** C. C., A. M. Crane; Sec., Ira Yantis, 126 W. 16th st., Davenport, Iowa. Meets in A. O. U. W. hall 1st and 3d Sundays in each month at 2:30 p. m.
- Cincinnati Div. No. 107, Cincinnati, O.** C. C., S. M. Mathers, Clear Creek, Ind.; Sec. and Treas., J. H. Rumbaugh, 23½ Pine st. Meets in Queen City hall, cor. Freeman and Eighth sts., 2d and 4th Sunday in each month at 1:30 p. m.
- Orleans City Div. No. 108, New Orleans, La.** C. C., T. J. Jewett, 35¼ Dryvade st.; Sec. and Treas., C. M. Salmon, 382 Bienville st. Meets 1st and 3d Sundays in each month.
- Crawford Div. No. 109, Gallon, Ohio.** C. C., W. G. Weagley; Sec., L. McBine. Meets 1st Monday following Sunday and 3d Monday following Sunday of each month; Monday 7 p. m. and Sunday 2 p. m.
- Logan Div. No. 110, Logansport, Ind.** C. C., F. F. Barnett; Sec. and Treas., George Early, box 1060. Meets every Sunday at 2 p. m.
- Los Angeles Div. No. 111, Los Angeles, Cal.** C. C., O. S. Putnam; Sec. and Treas., B. G. Warren, box 1318. Meets 1st Monday in each month at 10:30 at 512 San Fernando st.
- Centralia Div. No. 112, Centralia, Ill.** C. C., J. L. Davis, box 297; Sec. and Treas., T. C. Borden, box 207. Meets 1st Sunday each month at 2:30 p. m., and 3d Sunday each month at 7:30 p. m. at G. A. R. hall.
- Bower City Div. No. 113, Janesville, Wis.** C. C., L. F. Horn; Sec. and Treas., F. J. Giles. Meet at 3 p. m. 2d and 4th Sunday in each month in hall over Court st. Methodist Church, main st.
- E. B. Hawkins Div. No. 114, Pittsburgh, Pa.** C. C., G. W. Hishop, 57 Sandusky st., Allegheny City, Pa.; Sec. and Treas., G. E. Vance, 1100 13th ave., Altoona, Pa. Meets 1st and 3d Sunday in each month at 2 p. m.
- El Captain Div. No. 115, Oakland, Cal.** C. C., Chas. A. Post, 822 Brush st. Meets 1st Saturday in each month at 11:30 a. m., and 3d Saturday in each month at 7:30 p. m., in Shattuck hall, cor. 8th s. and Broadway.
- Yosemite Div. No. 116, Tulare, Cal.** C. C., O. M. Morris, Lathrop, Cal.; Sec., P. F. Roche, lock box 138. Meets 1st and 3d Friday in each month at 2 p. m.
- Minneapolis Div. No. 117, Minneapolis, Minn.** C. C., A. F. Marsh; Sec., W. W. Flack, 916 Western Ave. Meets 2d and 4th Sunday in each month in Good Templars' hall, 125 Nicolet ave.
- Danville Div. No. 118, Danville, Ill.** C. C., Merritt Kent, box 115; Sec. and Treas., O. L. Peterson, box 850. Meets at 2 p. m., on 2d and 4th Sunday of each month.
- Wayne Div. No. 119, Ft. Wayne, Ind.** C. C., W. P. Sheehan, 167 East Washington st.; Sec. and Treas., — Erickson, 153 Holman st. Meets 1st and 3d Monday and 2d and 4th Sunday in each month at 106 Calhoun st.
- Atlantic Div. No. 120, Huntington, Ind.** C. C., J. B. Park; Sec. and Treas., O. H. Ayers, box 845. Meets 1st and 3d Sunday and 2d and 4th Friday in each month at Engineer's hall.
- Huron Div. No. 121, Huron, Dakota.** C. C., Frank Pechin, Box 537; Sec. and Treas., W. N. Cooley. Meets 1st and 3d Sundays of each month at 12 m. in Masonic hall, 312 Dakota ave.
- Boston Div. No. 122, Boston, Mass.** C. C., Phil. Morrison, 146 West 3d st., South Boston, Mass.; Sec. and Treas., Robt. A. Murray, 14 Cross st. Meets every alternate Sunday at 2 p. m., commencing March 1st, at Pythian hall, 176 Tremont st.
- Macon Div. No. 123, Macon, Ga.** C. C., Geo. S. Dasher; Sec., J. T. Johnson, 123 Orange st. Meets 1st and 3d Sundays of each month in L. O. O. F. hall, at Cor. Mulberry st. and Cotton ave., at 14:00.
- Wabash Div. No. 124, Ogden, Utah.** C. C., D. W. Babcock; Sec. and Treas., J. H. Rhine, box 706. Meeting days 1st and 3d Saturday of each month.
- Friendly Hand Div. No. 125, Andrews, Ind.** C. C., Geo. F. Whitaker, 230 Union st., La Fayette, Ind.; Sec., Owen McKone, box 144. Meets 1st and 3d Wednesday and 2d and 4th Thursday of each month.
- Harry Gilmore, Div. No. 126, Omaha, Neb.** C. C., F. J. Fairbrass; Sec. and Treas., Harry Gilmore, 1446 N. 20th st. Meets 1st Sunday at 10 a. m. and 3d Sunday at 2 p. m.
- Wylie Div. No. 127, Amboy, Ill.** C. C., A. A. Graves, box 438; Sec. and Treas., C. D. Knowles, box 343. Meets 2d and 4th Sunday each month at 2 p. m., in I. O. O. F. hall.
- Cheyenne Div. No. 128, Cheyenne, Wyoming Ter.** C. C., J. C. Ferguson, box 601; Sec. and Treas., Frank E. Stephens, box 213. Meets every Tuesday at 2 p. m. in K. of P. hall.
- Great Bend Div. No. 129, Great Bend, Penn.** C. C., C. Thos. Summerton; Sec. and Treas., R. Stack, Jr. Meets 2d and 4th Sunday at 12:30 p. m., in Red Men's hall.
- W. I. Allen Div. No. 130, St. James, Minn.** C. C., A. B. Cook; Sec. and Treas., J. L. Jones, Pipestone, Minn. Meets 1st and 3d Sunday of each month, at 19:30, in Masonic hall.

- Little Rock Div. No. 131, Little Rock, Ark.** C. C. J. Kito, 311 N. Ringo st.; Sec. E. D. Sill, 1011 E. 2d st. Meets 2d and 4th Sundays of each month at 2:30 p. m., in Engineer's hall.
- Salida Div. No. 132, Salida, Colorado.** C. C., J. Patton; Sec. and Treas., C. H. Bunberry. Meets 2d and 4th Sunday of each month, at 2 p. m., in Masonic hall.
- Bowling Green Div. No. 133, Bowling Green, Ky.** C. C., F. B. Gray, 1322 15th st., Louisville, Ky.; Sec., Wm. Haight. Meeting days 1st and 3d Sunday in each month, at 2:30 p. m.
- Bellevue Div. No. 134, Bellevue, Ohio.** C. C., M. H. McIlvain; Sec. and Treas., L. S. Nye, box 84, acting. Meets 2d and 4th Thursdays of each month at 20:00, in K. of P. hall.
- Rock City Div. No. 135, Nashville, Tenn.** C. C., R. C. Cowardin, Dallas, Texas, box 283; Sec. and Treas., S. C. Paine, 570 S. Cherry st. Meets 2d and 4th Monday in each month, at 9 a. m., Lewis Hall, Cor. Sumner and Church sts.
- Ashton Div. No. 136, Huntington, W. Va.** C. C., C. L. Bruner; Sec. and Treas., W. Waldron, box 611. Meets in B. of L. E. hall, 2d Sunday at 2 p. m., and 4th Monday at 8 p. m. of each month.
- Star City Div. No. 137, Lafayette, Ind.** C. C., R. K. Alexander, 70 South 5th st.; Sec. and Treas., A. M. Gossett, 7th and Tipp sts. Meets 1st and 3d Sunday at 1:30 p. m., in Coleman Bank Building.
- Britton Div. No. 138, Garrett, Ind.** C. C., C. N. Bell; Sec. and Treas., N. W. Blackburn. Meets 2d and 4th Sunday in each month at Odd Fellows' hall.
- Stanton Div. No. 139, Cleveland, Tenn.** C. C., W. E. Russell, Sec. and Treas., C. L. Stevenson, box 218. Meets 2d and 4th Sunday in each month in I. O. O. F. hall at 9 a. m.
- New River Div. No. 140, Hinton, W. Va.** C. C., C. W. East; Sec. and Treas., E. Bray, acting, box 57. Meets 2d Sunday of each month at 2 p. m., and 4th Monday at 7:30 p. m.
- St. Joseph Div. No. 141, St. Joseph, Mo.** C. C., T. J. McDonald, 1021 S. 15th st.; Sec. and Treas., C. E. Tyler, 1104 South 12th st. Meets 1st and 3d Sunday in each month at 2 p. m., in Buffalo hall.
- Laramie City Div. No. 142, Laramie City, Wyoming Ter.** C. C., W. A. Jameson, box 434; Sec. and Treas., Daniel Nottage. Meets 1st and 3d Sunday in each month at 2 p. m.
- Dauphin Div. No. 143, Harrisburg, Pa.** C. C., James M. Sterling, 1034 5th st.; Sec. and Treas., Chas. C. Weaver, 1641 Pennsylvania ave. Meets 1st and 3d Sunday of each month at 1 p. m., and 2d and 4th Monday at 7:30 p. m., in Clark Sibles' hall, cor. 3d and Cumberland sts.
- Derry Div. No. 144, Derry Station, Pa.** C. C., Jas. Berry; Sec. and Treas., Robert McDowell. Meets 1st and 3d Thursdays in each month at 8 p. m., and 2d Sunday at 2 p. m. in C. osen Friends' hall.
- Nickel Plate Div. No. 145, Conneaut, O.** C. C., Jno. Donlin; Sec. and Treas., E. Phillips. Meets 1st and 3d Tuesday of each month in G. A. R. hall, Main st.
- E. A. Smith Div. No. 146, Fitchburg, Mass.** C. C., F. W. Barnes, 21 Vine st.; Sec. and Treas., L. P. Allen, 38 Pritchard st., Mass. Meets 1st and 3d Sunday in each month at 1:30 p. m., in G. A. R. hall.
- Ira O. Sherry Div. No. 147, Easton, Pa.** C. C., Thomas Callahan, 307 West st.; Sec. and Treas., J. D. Johnson, 165 Northampton st. Meets every 1st and 3d Sunday at 2 p. m. in G. A. R. hall.
- Lookout Div. No. 148, Chattanooga, Tenn.** C. C., T. M. Mitchell, address Read House; Sec. and Treas., Robert B. Stegall, 417 Gillespie st. Meets 1st and 3d Sunday afternoon.
- Jackson Div. No. 149, Jackson, Tenn.** C. C., W. N. Harris, box 256; Sec. and Treas., J. D. Morgan. Meets every Monday evening at 7 p. m., in I. O. O. F. hall.
- Kincaid Div. No. 150, Utica, N. Y.** C. C., John M. Evans, 14 Broadway; Sec. and Treas., C. T. King, 2 Genesee st. Meets 2d and 4th Sundays in each month at 2 p. m., in I. O. O. F. hall.
- Providence Div. No. 151, Providence, R. I.** C. C., Geo. D. Wilbur, 320 Charles st.; Sec. and Treas., Thomas Peckham, No. 7 Pettis st. Meets 2d and 4th Sundays at I. O. O. F. hall, 15 Chalkstone ave.
- Richmond Div. No. 152, Richmond, Va.** C. C., G. W. Taylor, 217 North 18th st.; Sec. and Treas., A. J. Blanton, 409 North 8th st. Meets 1st and 3d Sundays in each month, at 2 p. m., in I. O. O. F. hall, cor. Mayo and Franklin sts.
- E. D. Horn, Div. No. 153, Mauch Chunk, Pa.** C. C., Wilson Marsden; Sec. and Treas., E. H. Blakslee. Meets 1st and 3d Sunday at 2 p. m., in Odd Fellows temple.
- Binghamton Div. No. 154, Binghamton, N. Y.** C. C., W. J. Sullivan, 252 Front st.; Sec. and Treas., W. E. Carpenter, 274 Chenango st.
- Syracuse Div. No. 155, Syracuse, N. Y.** C. C., H. T. Bolles, 14 Fitch st.; Sec. and Treas., D. G. Bechtel, 3 Lawrence Block. Meets 1st, 3d and 5th Sunday of each month, in K. of P. hall, at 4 p. m.
- Pennsylvania Div. No. 156, Carbondale, Penn.** C. C., Jno. B. Kirkbride; Sec. and Treas., Boyd Case. Meets 1st and 3d Sunday in each month at 12:30 p. m., in I. O. O. F. hall.
- New England Div. No. 157, Boston, Mass.** C. C., W. R. Mooney, care B. & L. R'y; Sec. and Treas., C. F. Hammond, 'Old Colony R'y.' Meets in K. of H. hall, on 3d Tuesday of each month at 10 a. m., 730 Washington st.
- Alexandria Div. No. 158, Alexandria, Va.** C. C., W. A. Richardson; Sec. A. A. Davis. Meets 2d and 4th Sunday in each month, in I. O. O. F. hall.
- City of Mexico Div. No. 159, City of Mexico.** C. C., J. T. Marr, lock box 256; Sec. and Treas., H. H. Greenleaf, lock box 256. Meets 1st and 3d Sunday in each month, 2 p. m. in I. O. O. F. hall.
- Wyoming Valley Div. No. 160, Wilkesbarre, Pa.** C. C., Joseph Winder, 230 South Main st.; Sec., Joseph H. Keithline, 235 South st. Meets 2d and 4th Sundays at 1:30 p. m., in I. O. O. F. hall.
- Parsons Div. No. 161, Parsons, Kan.** C. C., Jeff Rhodes; Sec. and Treas., B. F. Higgins. Meets 2d and 4th Sundays at 2 p. m.
- West Philadelphia Div. No. 162.** C. C., W. A. Bingham, 13 North 36th st.; Sec., A. H. McCauley, 4419 Wallace st. Meets alternate Sundays, commencing Dec. 14, at Surveyor's hall, 40th st., and Lancaster ave.
- Oil City Div. No. 163, Oil City, Pa.** C. C., J. M. Richards, P. O. box 157; Sec. and Treas., Jno. Burns, box 782. Meets 1st Sunday in each month in G. A. R. hall, at 10 a. m.
- Eagle Grove Div. No. 164, Eagle Grove, Iowa.** C. C., J. H. Anderson; Sec. and Treas., Jas. Sterling. Meets 2d and 4th Sundays of each month at 2 p. m. in K. of P. hall.
- Fort Scott Div. No. 165, Fort Scott, Kan.** C. C., A. G. White, box 1506; Sec. and Treas., F. M. Anderson, box 1381. Meets 1st and 3d Sunday in each month at 2 p. m. in Masonic hall.
- Licking Div. No. 166, New rk, Ohio.** C. C. Owen Stanton; Sec. and Treas., H. Conner. Meets 1st Tuesday and 2d Sunday of each month.
- Frontier City Div. No. 167, Oswego, N. Y.** C. C., D. G. Eggleston, Richland, N. Y.; Sec. and Treas., L. O. Rand, 69 W. Utica st. Meets 2d and 4th Sundays in each month in Engineer's hall, in N. Y. O. W. building, East Oswego, at 16:00.

- Moses Taylor Div. No. 168, Hoboken, N. J.** C. C., A. G. Tunison, Washington, N. J.; Sec. and Treas., S. D. Chittenden. Meets 2d and 4th Thursday each month at 10:30 a. m., in Odd Fellows Hall, 174 Washington st.
- Neptune Div. No. 169, Jersey City, N. J.** C. C., S. Johnston, 316 4th st.; Sec. and Treas., G. B. Morris, 617 Harrison ave., Harrison, N. J. Meets at Roche's Hall, 1st and 3d Sunday each month at 2 p. m.
- Camden Div. No. 170, Camden, N. J.** C. C., E. G. Blaisdell, W. J. R'y depot; Sec. and Treas., J. P. Ancker, P. R. R. depot. Meets 1st Sunday, at 1:30 p. m., 2d Saturday at 8 p. m., and 3d Tuesday at 10:30 a. m. in B. of L. E. hall.
- Thomas Dickson Div. No. 171, Troy, N. Y.** C. C., T. G. Ross, West Troy, N. Y.; Sec. and Treas., W. W. Conaughy, 121 Ten Broeck st., Albany, N. Y. Meets 1st Saturday in each month in I. O. O. F. hall, at 7 p. m.
- Mountain City Div. No. 172, Altoona Pa.** C. C., G. S. Mitchell; Sec. and Treas., W. T. Gardner, 1515 8th ave. Meets 1st Saturday at 7:30 p. m., and 3d Sunday at 2:30 p. m., each month in Metcalf hall, cor. Union ave. and 16th st.
- Long Pine Div. No. 173 Long Pine, Neb.** C. C., Geo. W. Dwinell; Sec. and Treas., T. S. Heck. Meets 1st and 3d Sunday at 1:30 p. m.
- Thayer Div. No. 174, Thayer, Missouri** C. C., P. Fowler; Sec. and Treas., P. Short, box 631 Springfield, Mo. Meets 2d and 4th Sundays each month at 19:30.
- Memphis Div. No. 175, Memphis, Tenn.** C. C., T. P. Billingslea, 60 Johnson ave.; Sec. and Treas., E. B. Long, Fulton, Ky. Meets 1st and 3d Sunday in each month at 2 p. m., in K. of P. hall.
- Corning Div. No. 176, Corning, N. Y.** C. C., Robert Richardson; Sec. and Treas., C. K. Lathrop. Meets 1st and 3d Sundays in each month at 2 p. m.
- Alliance Div. No. 177, Alliance, Ohio.** C. C., R. A. McCrae, 236 Juniatta st.; Allegheny City, Pa.; Sec. and Treas., H. H. Hoyer, 87 South Liberty st. Meets 2d and 4th Mondays in each month at 1 p. m., and 1st and 3d Tuesdays at 6:30 p. m.
- Gulf City Div. No. 178, Mobile, Ala.** C. C., W. H. Scholes, 9 S. Lawrence st.; Sec. and Treas., T. E. Buckley, care of S. Dauphin, 4 W. of Ann. Meets 2d and 4th Thursday in each month, at 14:30 in O. F. hall, cor. Royal and St. Michael's's.
- Topeka Div. No. 179, Topeka, Kansas.** C. C., William Beales, box 351; Sec. and Treas., C. C. Fellows, 209 Hancock st. Meets 1st and 3d Sunday at 1 p. m. in Crawford's hall.
- Atlanta Div. No. 180, Atlanta, Ga.** C. C., J. H. Latimer, box 305; Sec. and Treas., W. N. Johnson, 11 Bailey st. Meets 2d and 4th Saturday each month, cor. Whitehall and Alabama sts, at 7:45 p. m.
- Chilliothe Div. No. 181, Chilliothe, O.** C. C., Jno. Kopp, lock box 1191; Sec. and Treas., Thos. A. Brown, lock box 1191. Meets 2d and 3d Sunday of each month at I. O. O. F. hall.
- Wolverine Div. No. 182, Jackson, Mich.** C. C., J. McKain, 126 Courtland st.; Sec. and Treas., George E. Hunt, 215 Waterloo ave. Meets 2d and 4th Monday in I. O. O. F. hall at 2 p. m.
- Knobley Div. No. 183, Keyser, W. Va.** C. C., S. M. Taylor, Grafton, W. Va., box 74; Sec. and Treas., J. W. Matlick, box 102. Meets every Monday at 9 a. m., in B. and O. building.
- Blue Ridge Div. No. 184, Charlottesville, Va.** C. C., J. W. Gentry; Sec. and Treas., F. L. Shaw. Meets 1st and 3d Monday of each month at 2 p. m., in Mechanics' hall, cor. Main and Union sts.
- Selma Div. No. 185, Selma, Ala.** C. C., W. H. English; Sec. and Treas., A. M. Sledge. Meets 1st and 3d Sunday each month at 2 p. m. in I. O. O. F. hall.
- Birmingham Div. 186, Birmingham, Ala.** C. C., J. T. Alexander, box 592; Sec. and Treas., Walter Moore, of Ga. Pac. Ry.
- Sunbury Div. No. 187, Sunbury, Penn.** C. C., Chas. Sarvis; Sec. and Treas., Thos. S. McMahon, Northumberland, Pa. Meets 2d and 4th Sunday at 2 p. m. in I. O. O. F. hall.
- Stanberry Div. No. 188, Stanberry, Mo.** C. C., T. J. Preston, Box 271; Sec. and Treas., A. F. Wilson, box 172. Meets 2d and 4th Sundays of each month at 2 p. m., in I. O. O. F. hall.
- Frontier Div. No. 189, Point Edward, Ont.** C. C., A. Johns, G. T. Ry.; Sec. and Treas., Geo. Whitlock, G. T. Ry. Meets 1st and 3d Wednesdays at 2 p. m., in I. O. O. F. hall.
- Grafton Div. No. 190, Grafton, W. Va.** C. C., Thos. S. Flannigan; Sec. and Treas., Jno. Flannigan. Meets 2d and 4th Mondays at 7:30 p. m., in Brinkman's hall.
- Yellowstone Div. No. 191, Billings, Montana** C. C., W. S. Becker; Sec. and Treas., C. C. Brown. Meets 2d Sunday at 1 p. m.
- East Saginaw Div. No. 192, East Saginaw, Mich.** C. C., Jas. McMillan, 230 Huron st., Toledo, O.; S. & L., T. T. Chubbuck, F. & P. M. Depot. Meets 1st Sunday afternoon of each month.
- Lake Erie Div. No. 193, Loraine, Ohio.** C. C., M. J. Courtright; Sec., J. M. McConnell. Meets 1st and 3d Sundays in each month, at 9:30 a. m. in Odd Fellows Hall.
- Brookfield Div. No. 194, Brookfield, Mo.** C. C., W. H. Crandall; Sec., J. W. Wayland. Meets 1st and 3d Sunday in each month at 19:30, in Hartman & Tooley's hall.
- Sierra Nevada Div. 195, Sacramento, Cal.** C. C., J. F. Calderwood; Sec., J. E. Shortridge, 712 10th st.
- St. Johns Div. No. 196, Jacksonville, Fla.** C. C., G. T. Maughs; Sec., E. Marsh, care of F. R. & N. Ry. Meets 1st and 3d Sundays in each month at 20:00 in G. A. R. hall.
- Brainerd Div. No. 197, Brainerd, Minn.** C. C., A. P. Spaulding; Sec., W. H. Cummings, box 1658.
- Holyoke Div. No. 198, Holyoke, Mass.** C. C., A. T. Smith, Williamsburg, Mass.; Sec., A. A. Bala, 291 Dwight st., Holyoke. Meets 1st and 3d Sundays in each month at 14:00.
- Pensacola Div. No. 199, Pensacola, Fla.** C. C., T. F. Kidwell, box 734; Sec. and Treas., C. E. Cole, box 734. Meets 1st and 3d Sundays in each month, at 20:30 in Odd Fellows' Hall.
- Bradford Div. No. 200, Bradford, Pa.** C. C., E. H. Nash; Sec. and Treas., W. T. Bogart, 33 Jefferson st. Meets 1st and 3d Sundays in each month at 14:00 Cor. Main and Webster sts.
- New Haven Div. No. 201, New Haven, Conn.** C. C., H. S. Beers, 133 Howard ave.; Sec. and Treas., A. Ostrander, 128 Humphrey st. Meets 1st and 3d Sundays in each month at 13:00 in Room 13, Insurance Building, Chapel st.
- Augusta Div. No. 202, Augusta, Ga.** C. C., C. F. McMasters, Planters' Hotel; Sec., A. A. Walden, Augusta Hotel. Meets 1st Saturday and 3d Wednesday of each month in K. of H. hall at 19:00.
- E. E. Lee Div. No. 203, Petersburg, Va.** C. C., W. P. Brasley; Sec., T. C. Eutts.

Division Secretaries will please read carefully the above directory and send us by postal any corrections that may be necessary, as we desire to have it correct. Those who have not please send us the place and hour of meeting.

## YARDMASTERS' MUTUAL BENEFIT ASSOCIATION DIRECTORY.

*President.*—E. M. CARTER, Wilmington, Del.  
*First Vice-President.*—J. J. BRESNAHAN, Denver, Col.  
*Second Vice-President.*—THOS. E. GRESHAM, Atlanta, Ga.  
*Secretary and Treasurer.*—JOSEPH SANGER, Indianapolis, Ind.

## EXECUTIVE COMMITTEE.

JOHN O. HICKS, C., I. St. L. R'y, Indianapolis, Ind.  
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 GEORGE J. JOHNSON, C. M. & St. P. R'y, La Crosse, Wis.  
 GEO. N. ANDERSON, Altoona, Penn.  
 A. J. HITT, Minneapolis, Minn.  
 S. F. RANDALL, Louisville, Ky.

**Indianapolis Div. No. 1, Indianapolis, Ind.** Jos. Averill, Pres.; Hugh S. Curley, Sec. Meets 1st Saturday night in the month.

**Buffalo Div. No. 2, Buffalo, N. Y.** Melvin Ehle, Pres.; Jas. M. Barrett, Sec.

**St. Louis Div. No. 3, St. Louis, Mo.** Chas. J. Wendling, Pres.; Jos. B. Nitchman, Sec.

**Cleveland Div. No. 4, Cleveland, O.** Alex. Bruce, Pres.; D. M. Alvord, Sec. Meets first Wednesday night in the month.

**Cincinnati Div. No. 5, Cincinnati, O.** Robert F. Marshall, Pres.; Albert Snell, Sec.

**Leavenworth Div. No. 6, Leavenworth, Kansas.** James Howard, Pres.; Henry Parsons, Sec.

**Louisville Div. No. 7, Louisville, Ky.** S. F. Randall, Pres.; John B. Murphy, Sec. Meets last Sunday in the month.

**Denver Div. No. 8, Denver, Col.** Harry Buckhorn, Pres.; J. J. Bresnahan, Sec. Meets 1st and 3d Saturdays in each month in Division Room, Union Depot.

**Rome Div. No. 9, Rome, N. Y.** William Cooper, Pres.; H. S. Graves, Sec.

**Terre Haute Div. No. 10, Terre Haute, Ind.** Jno. B. Walsh, Pres.; Chas. H. McCray, Sec. Meets 1st Sunday in each month at 3 p. m.

**East St. Louis Div. No. 11, East St. Louis, Mo.** Geo. W. Glessner, Pres.; John T. Metier, Sec. Meets 1st and 3d Wednesdays.

**Union Div. No. 12, Detroit, Mich.** George J. B. st, Pres.; Wm. Blow, Sec.

**Concord Div. No. 13, Concord, N. H.**

**Kansas City Div. No. 14, Kansas City, Mo.** H. R. Biley, Pres.; R. M. Dillon, Sec.

**Chicago Div. No. 15, Chicago, Ill.** Jos. W. Creed, Pres.; Henry R. Hopkins, Sec. Meets 1st Saturday night in each month.

**Lone Star Div. No. 16, Houston, Tex.** T. Shaughnessy, Pres.; George T. Carson, Sec.

**Capital City Div. No. 17, Des Moines, Iowa.** Robt. W. Shackelford, Pres.; M. J. Scanlon, Sec.

**Toledo Div. No. 18, Toledo, O.** W. C. Raymer, Pres.; Sec. Chas. Fox. Meets 1st Sunday in each month at 3:30 p. m. at Penna Denot.

**Milwaukee Div. No. 19, Milwaukee, Wis.** Orville Zebber, Pres.; H. S. Teall, Sec.

**Minneapolis Div. No. 20, Minneapolis, Minn.** A. J. Hitt, Pres.; Harry Staples, Sec. Meets on the 1st Sunday in each month.

**Itasca Div. No. 21, St. Paul, Minn.** John McGuire, Pres.; Geo. L. Waver, Sec.

**Point Lookout Div. No. 22, Chattanooga, Tenn.** R. B. St. Gill, Pres.; C. J. Harrington, Sec.

**Pittsburg Div. No. 23, Pittsburg, Pa.** Robt. Morrow, Pres.; John F. Bannon, Sec. Meets 3d Sunday in each month.

**New Orleans Div. No. 24, New Orleans, La.**

**LaCrosse Div. No. 25, LaCrosse, Wis.** C., Geo. J. Johnson, Pres.; Jos. Lutiger, Sec.

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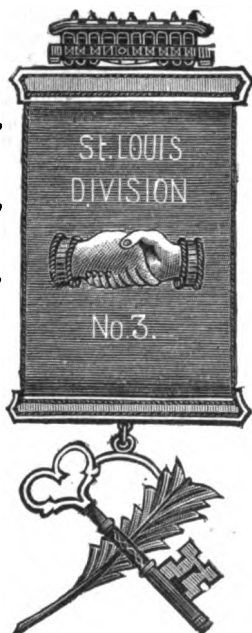
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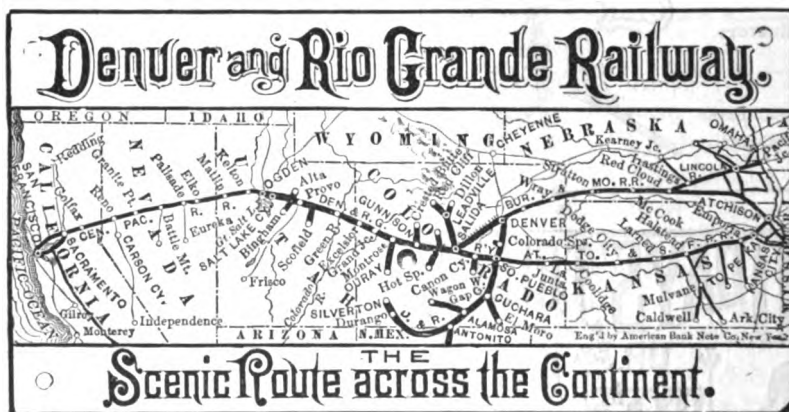
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### CUT THIS OUT.

### APPLICATION.

U. S. Railway Passenger Conductors' Accident Association.

No. 4 Iron Block. Indianapolis, Ind.

W. K. BELLIS, Sec'y,

Dear Sir—Please find inclosed my application. On receipt of my policy and membership card will forward first payment of \$6.25.

1. My name in full is

2. Age.....

3. Address.....

County.....

4. State whether you have a through or accommodation run.

5. Give name of railroad.

6. If extra conductor, state so.

7. My certificate shall be payable, in case of death by accident, under provision of this certificate, to  
Name in full

Residence.....

Whose relationship to me is that of

8. What accident company are you insured in? and give the amount of weekly indemnity.

9. Are you aware that benefits from this Association do not extend to death or disability which may have been caused by disease?

### DECLARATION.

I,.....  
Railway..... Conductor, being desirous of becoming a member of The United States Railway Passenger Conductors' Accident Association, of the City of Indianapolis, Indiana, and entitled to all the benefits thereunder, and do warrant the above statement to be true. I do also agree that a proper receipt from parties to whom I may designate my death loss to be paid, in case same be caused by accident, shall in all cases be a full satisfaction to all claims that my heirs or legal representatives may have in this Association, and this application is not binding until accepted by the Secretary.

Signature of applicant,

Date.....

Chas. E. Miles, of the O. & M. Railway, struck by switch and knocked off train. Loss of time, one week and two days. Paid, \$32.14.

A. S. Catherwood, L., N. A. & C. Railway, accident by broken rail. Loss of time, six weeks and six days. Received, \$170.22.

Dave Earhart, Big Four Railway, accident caused by helping lady off of train. Sprained wrist. Loss of time, three weeks and four days. Paid, \$38.48.

Frank Burns, Bee Line, injured by putting passenger off of train, slipped and fell. Loss of time, two weeks and four days. Received, \$64.22.

Wm. J. Turner, C., N. O. & T. P. Railway, fingers mashed. Loss of time, three weeks. Received, \$75.00.

L. S. Winston, Kentucky Central Railway, foot caught between track and rock while holding to railing of car. Loss of time, two weeks. Received, \$50.00.

J. K. P. Harris, Bee Line Railway, mashed finger. One week and six days. Received, \$46.22.

T. McLaughlin, Kentucky, Central Railway, caused by train running down an embankment. Loss of time, one week. Benefit paid, \$25.00.

G. B. Von Phull, of the Big Four Railway, frozen feet while on duty. Loss of time, one week. Received, \$25.00.

W. H. Cremins, Big Four Railway, fell and injured back. Received, \$23.56.

S. Brash, I., H. & W. Railway, car upset, cut wrist with glass. Received, \$28.00.

D. R. Bolten, N. Y., C. & St. L. Railway, sprained thumb, caused by trying to quiet unruly passenger. Benefit paid, \$14.28.

Trustees are appointed on each Division. All losses are paid through the Trustees, and payments may be collected by them. Those who are not insured may fill application opposite, and cut this page out and send to Secretary. See list of Trustees appointed up to date on another page. The Association expects to appoint a Trustee on every railway division of the United States and Canada.

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**113 N. Broadway,**

**ST. LOUIS, MO.**

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*C. T. Lockridge*

Volume 4.

APRIL, 1887.

Number 4.



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ONDUCTOR'S

M

ONTHLY

WM. P. DANIELS, Editor.

C. S. WHEATON,  
E. B. COMAN,

Associate Editors.



ORANGE SACKETT,  
J. B. W. JOHNSTONE,

Associate Editors.

TERMS 1.25 PER YEAR

PUBLISHED BY THE

"ORDER OF RAILWAY CONDUCTORS"  
CHICAGO, ILL.



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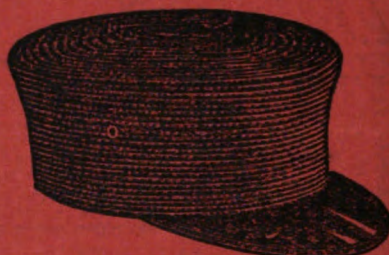
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*C. F. Goodridge*

VOLUME IV.

JULY, 1887.

NUMBER 7.



**R**

RAILWAY

**C**

ONDUCTOR'S

**M**

ONTHLY

C. S. WHEATON.  
EDITOR.



W. P. DANIELS.  
MANAGER.

TERMS 1.25 PER YEAR

PUBLISHED BY THE

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CEDAR RAPIDS, IOWA.



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I

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*Grand Outside Sentinel.*—W. P. SHAFAN, Springfield, Ill.

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(When not otherwise given, address of officers is at the place where Division is located.)

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- Marshall Div. No. 4, Marshalltown, Ia.** C. C., John Lyoch; Sec., J. D. Rayle. Meets 1st and 3d Sundays in each month at 3:00 p. m. in G. A. R. Hall, cor. Main st. and 1st ave.
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- Battle Creek Div. No. 6, Battle Creek, Mich.** C. C., N. D. Austin, Williams House. Sec., N. E. Retallick, 167 S. Jefferson st. Meets 2d and 4th Sundays at 2:00 p. m., in K. of P. room, Castle hall, Morgan block, Battle Creek, Mich.
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- London Div. No. 16, London, Ont.** C. C., Adam Douglas, 275 Talbot st.; Sec., John McAniff, G. I. R. y. Meets 2d and 4th Mondays of each month at 2:30 p. m., in B. of L. E. hall.
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- Garfield Div. No. 20, Collinwood, O.** C. C., D. H. Rogers, box 230; Sec., M. N. Hyde, lock box "F." Meets in B. of L. E. hall, Collamer st., every alternate Tuesday at 7:30 p. m., commencing Dec. 12, 1882.
- Creston Div. No. 21, Creston, Ia.** C. C., G. M. Longridge; Sec., M. R. White, lock box 1154. Meets 1st and 3d Sundays of each month at 14:30, in K. of P. hall, No.— Pine street, Creston, Iowa.
- Mason City Div. No. 22, Sanborn, Ia.** C. C., S. W. Derrick, Mason City, Ia.; Sec., H. L. George, lock box 278, Sanborn, Iowa. Meets 2d and 4th Sundays in each month at 2 p. m., in Masonic hall, corner of Commercial and Fifth sts.
- Sylvania Div. No. 23, Catawissa, Pa.** C. C., Benj. J. Schmick; Sec., Aaron W. Studler. Meets 1st and 3d Sundays of each month at 18:00, in Eyer's Building, and last Monday at 10:00.
- St. Albans Div. No. 24, St. Albans, Vt.** C. C., E. D. Nash; Sec., J. A. Sturdivant. Meets 1st Friday in each month at 19:30 and 3d Thursday in each month at 14:30.

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**Morford Div. No. 26, Toledo, O. C. C., B. W. Graves,** 344 Washington st.; Sec., E. W. Purrett, 74 Magnolia st. Meets 1st Tuesday at 7:30 p. m., and 3d Sunday of each month at 2 p. m., cor. Adams and Ontario sts.

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**Clinton Div. No. 33, Clinton, Ia. C. C., Henry Case;** Sec., N. J. Oakes. Meets 1st and 3d Sundays in each month at 2 p. m., in I. O. O. F. hall.

**Boone Div. No. 34, Boone, Ia. C. C., F. Champ-ling;** Sec., W. P. Foote. Meets the 2d and 4th Sundays of each month at 2 p. m., in I. O. O. F. hall.

**North Platte Div. No. 35, North Platte, Neb. C. C., G. R. Hammond;** Sec., W. L. Park. Meets 1st Sunday of each month at 8 p. m., in I. O. O. F. hall, Spruce st.

**Arkansas Valley Div. No. 36, South Pueblo, Col. C. C., D. C. Gile;** Sec., H. W. Bartlett, box 716, Pueblo, Col. Meets 2d and 4th Sundays in each month at 2:30 p. m. and 7:30 p. m., respectively, A. O. U. W. hall.

**Delaware Div. No. 37, Phillipsburgh, N. J. C. C., W. K. Dilts;** Sec., Sam Phipps, box 519. Meets 1st and 3d Sundays in each month, B. and D. depot building.

**Des Moines Div. No. 38, Des Moines, Ia. C. C., David Bowers,** C. & R. I. & P. R'y; Sec., Howard Case, 604 E. 5th St. Meets 4th Sunday in each month at 10:00, in A. O. U. W. hall, cor. E. 6th and Locust streets.

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**Central Div. No. 43, East Syracuse, N. Y. C. C., D. N. Lepper,** box 73; Sec., J. B. Harvey, box 58. Meets every Sunday at 3 p. m., in A. O. U. W. hall, Manlius st.

**Denver Div. No. 44, Denver, Col. C. C., G. M. Shute,** 1743 Curut st.; Sec., E. J. Stout, 1836 Boulder st., Denver. Meets 1st Sunday each month at 13:30 and 3d Sunday at 2:30, 368 Holiday st.

**Chapman Div. No. 45, Oneonta, N. Y. C. C., J. C. Whit;** Sec., Wm. Moffatt. Meets 1st and 3d Sundays of each month at 6:30 p. m., in B. of L. E. hall, Main st.

**Milwaukee Div. No. 46, Milwaukee, Wis. C. C., W. B. Woolford;** Sec., A. L. Vannaman, 516 Grand ave. Meets 1st and 3d Sundays in each month at 2 p. m., in K. of H. hall, No. 1 Grand av.

**North Star Div. No. 47, Winnipeg, Man. C. C., F. J. Dorsey,** care C. P. R'y; Sec., Jos. Fahey, care C. P. R'y. Meets 2d Sunday at 14:00, and 4th Sunday in each month at 20:00, hall cor. Main and Common sts.

**International Div. No. 48, Detroit, Mich. C. C., D. M. Ashmore,** 171 Selden ave.; Sec., John Howard, Michigan Exchange Hotel. Meets 1st and 3d Sundays at 14:00, in Griswold hall, cor. Griswold and State sts.

**Moberly Div. No. 49, Moberly, Mo. C. C., John Neberga;** Sec. and Treas., J. H. Pierce, lock box 225. Meets every Sunday in Hannah's hall, cor. Reed and Williams sts.

**Hartford Div. No. 50, Hartford, Conn. C. C., D. J. Ewell,** 40 Williams st.; Sec., C. S. Brigham, 10 Russ st. Meets 2d and 4th Sundays in each month, at Temple of Honor hall, 302 Asylum st., at 2 p. m.

**Royal Div. No. 51, Longview, Texas. C. C., G. H. VanGilder;** Sec., J. D. Hunt. Meets every Wednesday at 1:30 p. m., Lo gte Building.

**Neversink Div. No. 52, Port Jervis, N. Y. C. C., D. P. Schultz;** Sec., F. Rosenkrans, 36 Ball st. Meets 2d and 4th Sundays in each month at 2 p. m., in Farnum block, Pike st.

**Lone Star Div. No. 53, Denison City, Texas. C. C., A. B. Garretson,** box 366; Sec., Charles H. Loomis, lock box 518. Meets 1st and 3d Sundays in each month, at I. O. O. F. hall, Main st.

**New York City Div. No. 54, New York City, N. Y. C. C., T. N. Bentley,** Greenport, N. Y.; Sec., W. W. Angar, box 253, Patchogue, N. Y. Meets 4th Monday in each month at 12 p. m., 300 Eighth ave.

**Kaw Valley Div. No. 55, Kansas City, Mo. C. C., Norman Watkins,** northeast cor. 6th and Wyandott sts.; Sec., A. W. William, Union Depot. Meets 2d and 4th Sundays in each month at 2 p. m. Elks hall, 511 Delaware st.

**Priest Div. No. 56, Albany, N. Y. C. C., Benj. H. Dayton,** 41 Second ave, Greenbush, N. Y.; Sec., J. C. Sheldon, D. & H. C. Depot, Albany, N. Y. Meets 1st and 3d Mondays, at 14:30, in G. A. R. hall, No. 480 Broadway.

**Evergreen Div. No. 57, Fort Worth, Texas. C. C., Jules Alvord;** Sec., J. W. Housel, box 245. Meets 1st and 3d Sundays each month in K. F. hall, Main st., between 2d and 3d, at 1:30 p. m.

**Valley City Div. No. 58, Cedar Rapids, Iowa. C. C., J. W. Lavery;** Sec., C. S. Weston, 316 W. 5th st. Meets 1st Sunday in each month at 14:30, room 13, Post Office block.

**Alamo Div. No. 59, Texarkana, Ark. C. C., John Carmichael;** Sec., A. Kiniment, box 139. Meets every Tuesday at 7:30 p. m., in each month, in our own hall.

**Queen City Div. No. 60, Sedalia, Mo. C. C., O. E. Parsons,** 710 E. 4th st.; Sec., B. F. Blivhe, Cor. 3d and Quincy sts. Meets 1st and 3d Sundays in each month, at 2 p. m., Pythian hall, 5th st. opposite Court House.

- La Crosse Div. No. 61, La Crosse, Wis.** C. C., Willis Wade; Sec., Geo. J. Johnson, box 232. Meets every Sunday in each month at 2:30 p. m., Koop's hall.
- Leffett Div. No. 62, Bucyrus, Ohio.** C. C., W. S. Ward; Sec., A. H. Gardner. Meets 1st and 3d Sunday in each month, at 10 a. m., in National hall, cor. Sandusky ave. and Rensselaer st., Bucyrus, Ohio.
- Thurber Div. No. 63, Austin, Minn.** C. C., W. P. Tubbs, Conover, Ia.; Sec., Geo. Campbell. Meets 1st and 3d Sunday in each month, at 10 a. m., C. & M. & St. P. R'y. building.
- Erie Div. No. 64, Erie, Penn.** C. C., Jas. Donlin, 71 W. 17th st.; Sec., S. H. Whipple, 249 West 17th st. Meets 1st and 3d Sunday in each month, at 1:30 p. m., 17th st., in A. O. U. W. hall.
- Banana Div. No. 65, Nickerson, Kan.** C. C., E. F. Elliott; Sec., E. R. McLaughlin. Meets 1st and 3d Tuesday in each month, 1:30 p. m., Main st., McCormick's block.
- Griffin Div. No. 66, Keokuk, Iowa.** C. C., H. Cellyhaun, 124 S. 2d st.; Sec., J. R. Roberts, 1212 Bloudean st. Meets 1st and 3d Sundays in each month, at 2 p. m.
- Johnson Div. No. 67, Dubuque, Iowa.** C. C., F. A. Jackson, 1491 Washington st.; Sec., I. H. Keepers, L. Box 206. Meets 2d and 4th Sundays at 1:30 p. m. in Kassidian Knights hall, cor. 9th and Locust sts.
- Baraboo Div. No. 68, Harvard, Ill.** C. C., Walter Simmons; Sec., A. F. Barrett. Meets 1st and 3d Monday in each month, at 2 p. m. in A. O. U. W. hall.
- El Paso Div. No. 69, El Paso, Texas.** C. C., E. L. Mevis; Sec., A. C. French, L. box 250. Meets 1st and 3d Saturday evening, in Odd Fellows New Hall, El Paso st.
- Montesuma Div. No. 70, Las Vegas, N. M.** C. C., H. C. Schroth; Sec., A. P. Gathel, 116 Grand ave. Meets 2d and 4th Sunday in each month at 2 p. m., in K. of P. hall, 312 1/2 R. R. ave.
- Wheaton Div. No. 71, Little Falls, N. Y.** C. C., N. E. Ransom; Sec., F. A. Mitchell. Meets 1st and 3d Sunday in each month at 2 p. m., in I. O. O. F. hall, Albany st.
- Greer Div. No. 72, Fargo, Dakota.** C. C., T. R. Sloan, box 1760. Sec., Curtis H. Baker, box 734. Meets 2d and 4th Saturday of each month at 8 p. m., in I. O. O. F. hall, Fargo, Dakota.
- Ashtabula Div. No. 73, Ashtabula, O.** C. C., Wm. H. Bevington; Sec., J. W. Van Epps. Meets 1st and 3d Sundays in each month in K. of H. hall, at 9:30 a. m., 90 meridian time.
- Henwood Div. No. 74, Decatur, Ill.** C. C., F. M. Vanway, 420 Durfee st.; Sec. and Treas., Chas. A. Ball, 937 E. North. Meets 1st and 3d Sundays in each month at 2 p. m. in K. of P. hall.
- Red River Valley Div. No. 75, Crookston, Minn.** C. C., W. D. Scott; Sec., J. W. Ross, Barnesville, Minn. Meets 1st and 3d Sunday in each month at 2 p. m. in Odd Fellows' hall.
- San Antonio Div. No. 76, San Antonio, Texas.** C. C., K. S. Heffernan, 716 Ave. C.; Sec., W. A. Shafer, 309 Grand ave. Meets 1st and 3d Saturday in each month at 9:30 a. m., in Odd Fellows' hall.
- Palestine Div. No. 77, Palestine, Texas.** C. C., B. F. Blount; Sec., Jesse Burd, acting. Meets every Sunday at 2:30 p. m., in K. of P. Hall.
- Robinson Div. No. 78, Savanna, Ill.** C. C., E. B. Carr, box 968 Freeport, Ill.; Sec., F. E. Johnson. Meets 2d Sunday of each month, at 9 a. m., and 4th at 2 p. m., in O. R. C. hall.
- Peoria Div. No. 79, Peoria, Ill.** C. C., W. E. Bell; Sec., G. W.cott, 504 Hamilton st. Meets 2d and 4th Sundays in each month at 10 a. m., in A. O. U. W. hall, 3d floor, cor. Adams and Fulton sts.
- West Farnham Div. No. 80, Newport, Vt.** C. C., T. C. Gale; Sec., J. P. Whitney, Newport, Vt. Meets 1st Thursday of each month in Masonic hall.
- Friendship Div. No. 81, Beardstown, Ill.** C. C., C. C. Parker; Sec., Peter Beck. Meets 1st and 3d Monday at 7 p. m., and 2d and 4th Sundays at 2 p. m.
- Durbin Div. No. 82, Madison, Wis.** C. C., E. D. Carrell, 432 Main st.; Sec., C. H. Fitzgerald, 419 W. Washington st. Meets 2d and 4th Sundays in each month.
- Galesburg Div. No. 83, Galesburg, Ill.** C. C., W. I. Leggett, 1006 S. W. St.; Sec., F. C. Wilcox, 33 So. Prairie. Meets 1st Wednesday and 5th Saturday in each month, at 19:30, in College City hall.
- Perry Div. No. 84, Perry, Iowa.** C. C., A. Whittmore; Sec., F. L. Moore, box 583. Meets 2d and 4th Sundays in each month at 4 p. m.
- Antec Div. No. 85, Winslow, Arizona Ter'y.** C. C., Thos. Gilluly; Sec., L. W. Roberts. Meets 1st and 3d Sundays in each month, at 9 a. m.
- Delta Div. No. 86, Escanaba, Mich.** C. C., Wm. Manley; Sec., J. W. Staiger, box 144. Meets 2d and 4th Sundays in each month in Odd Fellows' hall. Wm. Gibson, agent for "Monthly."
- Bloomington Div. No. 87, Bloomington, Ill.** C. C., Jno. H. Wed; Sec. and Treas., Jno. A. Beck, 601 W. Jefferson st. Meets 2d and last Sunday of each month at 2:00 p. m., in Odd Fellows' hall, 210 N. Centre st.
- Defries Div. No. 88, Riviere, Du Loupe, P. Q.** C. C., M. F. Marchessault, So. Quebec; Sec., B. Walker. Meets 2d and 4th Sundays.
- Monon Div. No. 89, Louisville, Ky.** C. C., H. W. Adkins; Sec., C. S. Dodson, 503 2d st. Meets at 9:30 a. m. every Sunday in Fall City hall, Market st., between 11th and 12th sts.
- Waseca Div. No. 90, Waseca, Minn.** C. C. Frank D. Babcock; Sec., R. J. Mann, 220 W. Broadway, Winona, Minn. Meets every Sunday
- Mount Hood Div. No. 91, The Dalles, Oregon.** C. C., R. T. Hedrick; Sec., W. H. Jones, box 165. Meets 2d and 4th Sundays at 9:00, in K. of P. hall, 2d st.
- Terre Haute Div. No. 92, Terre Haute, Ind.** C. C., O. E. Raidy, 316 N. 11th st.; Sec., D. W. Batcheler, 334 N. 13th st. Meets 1st and 3d Sunday of each month at 4:30 cor. 7th and Main sts.
- Fort Dodge Div. No. 93, Fort Dodge, Iowa.** C. C., E. Hogan; Sec., N. McCour.
- Altoona Div. No. 94, Altoona, Wis.** C. C., Frank Briggs; Sec. and Treas., Geo. Prctor. Meets 1st and 3d Saturdays in each month, at 8.15 p. m. in B. L. F. hall.
- Harvey Div. No. 95, McCook, Neb.** C. C., C. D. Belknap; Sec., S. E. Harvey. Meets 1st and 3d Sundays at 1:30 p. m., in Masonic hall.
- Belknap Div. No. 96, Aurora, Ill.** C. C., F. Reese, box 112; Sec., C. D. Rosetter, 194 Lincoln ave. Meets at 3 p. m. 1st and 3d Sundays in each month at cor. Main and Broadway, 3d floor.
- Goodhouse Div. No. 97, Goodhouse, Ill.** C. C., H. A. Perry; Sec., J. L. Bogess. Meets 1st and 3d Mondays and 2d and 4th Sundays in each month, at 1 p. m., in I. O. O. F. hall.
- Montgomery Div. No. 98, Montgomery, Ala.** C. C., W. D. Brewster, care L. & N. R'y.; Sec. and Treas., M. C. Hogan, 231 Martha st. Meets 1st and 3d Saturdays at 8 p. m. and 2d and 4th Wednesdays in each month at 8:30 p. m.
- Millbank Div. No. 99, Millbank, Dakota.** C. C., F. A. Johnson; Sec., E. H. Fargo. Meets 2d and 4th Sundays in each month at 2 p. m., in Masonic hall.

- Hollingsworth Div. No. 100, Columbus, Ohio.** C. C., A. O. Hunter, 36 North Grubb st.; Sec., H. F. Feltrow, box 215. Meets 2d and 4th Sundays of each month in I. O. O. F. hall.
- Mattoon Div. No. 101, Mattoon, Ill.** C. C., W. W. Simpson; Sec., C. S. McKee, box 927. Meets 1st and 3d Sundays at 1:30 p. m., each month, in K. P. hall.
- Oatley Div. No. 102, Grand Rapids, Mich.** C. C., E. I. Brookiel; Sec. and Treas., Fred Volkert, 273 4th ave. Meets 2d and 4th Sundays in each month, at 1:30 p. m., at 30 Canal st.
- Indianapolis Div. No. 103, Indianapolis, Ind.** C. C., Jno. U. King, 135 Woodlawn ave.; Sec., I. D. Baldwin, 26 S. Illinois st. Meets 1st and 3d Sundays at 1:30 p. m., in Red Men's hall, Griffith's block.
- Millard Div. No. 104, Middletown, Orange Co., New York.** C. C., A. H. Corwin, box 831; Sec. and Treas., G. F. Walker, box 268. Meets every 1st and 3d Sunday in each month at 2 p. m., in K. of H. hall.
- Ogilvie Div. No. 105, Meridian, Miss.** C. C., Wm. H. Dunlop; Sec. and Treas., R. E. Harris. Meets 2d and 4th Sundays at 2 p. m., in hall, cor. Johnson and High sts.
- Rock Island Div. No. 106, Rock Island, Ill.** C. C., A. M. Crane; Sec., Ira Yantis, 126 W. 16th st., Davenport, Iowa. Meets in A. O. U. W. hall 1st and 3d Sundays in each month at 2:30 p. m.
- Cincinnati Div. No. 107, Cincinnati, O.** C. C., W. P. Harper, 375 Bavmiller st.; Sec. and Treas., J. H. Runbaugh, 234 Pine st. Meets in Eagle hall, Central ave. and 5th st., 2d and 4th Sunday in each month at 14:00.
- Oreocent City Div. No. 108, New Orleans, La.** C. C., F. J. Jewett, 352 1/2 Dryades st.; Sec. and Treas., C. M. Salmon, 382 Bienville st. Meets 1st and 3d Sundays in each month.
- Orawford Div. No. 109, Gallon, Ohio.** C. C., C. Peffer; Sec., L. McHane. Meets 1st Monday following Sunday and 3d Monday following Sunday of each month; Monday 7 p. m. and Sunday 2 p. m.
- Logan Div. No. 110, Logansport, Ind.** C. C., F. F. Bennett; Sec., E. W. Alexander, box 576. Meets every Sunday at 2 p. m.
- Los Angeles Div. No. 111, Los Angeles, Cal.** C. C., Thos. Kilpatrick, box 375; Sec. and Treas., B. G. Warthen, box 1318. Meets 1st Monday in each month at 10:30 at 512 S. Fernando st.
- Centralia Div. No. 112, Centralia, Ill.** C. C., J. L. Davis, box 297; Sec. and Treas., I. C. Borden, box 136. Meets 1st Sunday each month at 2:30 p. m., and 3d Sunday each month at 7:30 p. m. at G. A. R. hall.
- Bower City Div. No. 113, Janesville, Wis.** C. C., Geo. Anderson; Sec., C. J. Mahoney. Meets at 3 p. m. 2d and 4th Sunday in each month in hall over Court st. Methodist Church, main st.
- E. B. Hawkins Div. No. 114, Pittsburgh, Pa.** C. C., D. L. Brown, 64 Fountain st.; Sec. and Treas., G. E. Vance, 1100 13th ave., Altoona, Pa. Meets 1st and 3d Sunday in each month at 2 p. m.
- El Captain Div. No. 115, Oakland, Cal.** C. C., T. L. O'Neil, San: Cruz, Cal.; Sec., Frank Trahan, 815 Washington st. Meets 1st Saturday in each month at 11:30 a. m., and 3d Saturday in each month at 7:30 p. m., in Shattuck hall, cor. 8th s. and Broadway.
- Yosemite Div. No. 116, Tulare, Cal.** C. C., O. M. Morris, Lathrop, Cal.; Sec., P. F. Roche, lock box 133. Meets 1st and 3d Friday in each month at 2 p. m.
- Minneapolis Div. No. 117, Minneapolis, Minn.** C. C., A. F. Marsh, box 336; Sec., W. W. Flack, box 336. Meets 2d and 4th Sunday in each month in Royal Arcanum hall, 220 Nicolet ave.
- Danville Div. No. 118, Danville, Ill.** C. C., Ed. S. Davis; Sec., Merritt Kent, box 115. Meets at 2 p. m., on 2d and 4th Sunday of each month.
- Wayne Div. No. 119, Ft. Wayne, Ind.** C. C., I. M. Van Slyke, 105 W. Barry st.; Sec. and Treas., J. P. Jackson, 85 Butler st. Meets 2d and 4th Sunday in each month at 106 Calhoun st.
- Atlantic Div. No. 120, Huntington, Ind.** C. C., J. M. Hubbard; Sec. and Treas., O. H. Ayers, box 345. Meets 1st and 3d Sunday and 2d and 4th Friday in each month at Engineer's hall.
- Huron Div. No. 121, Huron, Dakota.** C. C., Frank Pechin, Box 587; Sec. and Treas., W. N. Cooley, box 599, Yankton, Dak. Meets 1st and 3d Sundays of each month at 12 m. in Masonic hall, 312 Dakota ave.
- Boston Div. No. 122, Boston, Mass.** C. C., Phil. Morrison, 146 West 3d st., South Boston, Mass.; Sec. and Treas., Robt. A. Murray, 14 Cross st., Charlestown, Mass. Meets every alternate Sunday at 2 p. m., commencing March 1st, at Pythian hall, 176 Tremont st.
- Macon Div. No. 123, Macon, Ga.** C. C., Geo. S. Dasher; Sec., J. T. Johns n, 123 Orange st. Meets 1st and 3d Sundays of each month in I. O. O. F. hall, at Cor. Mulberry st. and Cotton ave., at 14:00.
- Wahsatch Div. No. 124, Ogden, Utah.** C. C., G. E. E. Clark; Sec. and Treas., M. Campbell, box 705. Meeting days, 1st Sunday and 3d Saturday of each month at 7:30.
- Friendly Hand Div. No. 125, Andrews, Ind.** C. C., Geo. F. Whitaker, 230 Union st., La Fayette, Ind.; Sec., Owen McKone, box 144. Meets 1st and 3d Wednesday and 2d and 4th Thursday of each month.
- Harry Gilmore, Div. No. 126, Omaha, Neb.** C. C., Harry Gilmore, 1446 N. 20th st. Meets 1st Sunday at 10 a. m. and 3d Sunday at 2 p. m.
- Wylie Div. No. 127, Amboy, Ill.** C. C., A. A. Graves, box 438; Sec. and Treas., C. D. Knowles, box 343. Meets 2d and 4th Sunday each month at 2 p. m., in I. O. O. F. hall.
- Cheyenne Div. No. 128, Cheyenne, Wyoming Ter.** C. C., J. C. Ferguson, box 601; Sec. and Treas., Meets every Tuesday at 2 p. m. in K. of P. hall.
- Great Bend Div. No. 129, Great Bend, Penn.** C. C., Alonzo Arndt; Sec., Chas. Stephens. Meets 2d and 4th Sunday at 12:30 p. m., in Red Men's hall.
- W. I. Allen Div. No. 130, St. James, Minn.** C. C., A. B. Cook; Sec. and Treas., J. L. Jones, Pipestone, Minn. Meets 1st and 3d Sunday of each month, at 19:30, in Masonic hall.
- Little Rock Div. No. 131, Little Rock, Ark.** C. C., J. Kitto, 311 N. Ringo st.; Sec., John H. Kirby, 1001 Eleventh st. Meets 2d and 4th Sunday of each month at 2:30 p. m., in Engineer's hall.
- Salida Div. No. 132, Salida, Colorado.** C. C., M. J. Guerin, box 652; Sec. and Treas., C. H. Bunberry. Meets 2d and 4th Sunday of each month, at 2 p. m., in Masonic hall.
- Bowling Green Div. No. 133, Bowling Green, Ky.** C. C., F. B. Gray, 1322 15th st., Louisville, Ky.; Sec., Wm. Haight. Meeting days 1st and 3d Sunday in each month, at 2:30 p. m.
- Bellevue Div. No. 134, Bellevue, Ohio.** C. C., B. Bell; Sec., L. C. Brown. Meets 2d and 4th Thursdays of each month at 20:00 in K. of P. hall.
- Rock City Div. No. 135, Nashville, Tenn.** C. C., Samuel Sutes, Hopkinsville, Ky.; Sec. and Treas., S. C. Paine, 570 S. Cherry st. Meets 2d and 4th Monday in each month, at 9 a. m., Lewis Hall, Cor. Sumner and Church sts.

- Ashton Div. No. 186, Huntington, W. Va.** C. C., C. L. Bruner; Sec. and Treas., W. Waldron, box 611. Meets in B. of L. E. hall, 2d Sunday at 2 p. m., and 4th Monday at 8 p. m. of each month.
- Star City Div. No. 187, Lafayette, Ind.** C. C., Geo. R. Williamson, 108 N. 8th st.; Sec. and Treas., R. K. Alexander, 83 South 5th st. Meets 1st and 3d Sunday at 1:30 p. m., in Coleman Bank Building.
- Britton Div. No. 188, Garrett, Ind.** C. C., W. E. Rice; Sec. and Treas., N. W. Blackburn. Meets 2d and 4th Sunday in each month at Odd Fellows' hall.
- Stanton Div. No. 189, Cleveland, Tenn.** C. C., E. D. Estes, box 218; Sec. and Treas., J. L. Lowry. Meets 2d and 4th Sunday in each month in I. O. O. F. hall at 9 a. m.
- New River Div. No. 140, Hinton, W. Va.** C. C., J. L. McCreary; Sec. and Treas., K. Bray, box 87. Meets 2d Sunday of each month at 2 p. m., and 4th Monday at 7:30 p. m.
- St. Joseph Div. No. 141, St. Joseph, Mo.** C. C., Wm. Bacon, 1627 S. 10th st.; Sec. and Treas., F. M. Williams, 525 S. 15th st. Meets 1st and 3d Sunday in each month at 2 p. m., in Buffalo hall.
- Laramie City Div. No. 142, Laramie City, Wyo.** C. C., E. D. Woodmansee; Sec. and Treas., H. C. Rincker, box 442. Meets 1st and 3d Sunday in each month at 2 p. m.
- Dauphin Div. No. 143, Harrisburg, Pa.** C. C., Wm. H. Herman, 126 Market st.; Sec. and Treas., Chas. C. Weaver, 1005 Pennsylvania ave. Meets 1st and 3d Sunday of each month at 1 p. m., and 2d and 4th Monday at 7:30 p. m., in Clark Sibles' hall, cor. 3d and Cumberland sts.
- Derry Div. No. 144, Derry Station, Pa.** C. C., C. S. Shaffer; Sec., T. J. Thompson. Meets 1st and 3d Thursdays in each month at 8 p. m., and 2d Sunday at 2 p. m. in C. Osen Friends' hall.
- Nickel Plate Div. No. 145, Conneaut, O.** C. C., D. C. Hugaboom; Sec. and Treas., H. D. Haight. Meets 1st and 3d Tuesday of each month in G. A. R. hall, Main st.
- E. A. Smith Div. No. 146, Fitchburg, Mass.** C. C., E. F. Bates, 49 Snow st.; Sec., J. G. Pobbie, 38 Prichard st. Meets 1st and 3d Sunday in each month at 1:30 p. m., in G. A. R. hall.
- Ira C. Sherry Div. No. 147, Easton, Pa.** C. C., W. H. Keener; Sec. and Treas., J. D. Johnson, 232 Bushkill st. Meets every 1st and 3d Sunday at 2 p. m. in G. A. R. hall.
- Lookout Div. No. 148, Chattanooga, Tenn.** C. C., T. M. Mitchell, address Read House; Sec. and Treas., Robert B. Stegall, 417 Gillespie st. Meets 1st and 3d Sunday afternoon.
- Jackson Div. No. 149, Jackson, Tenn.** C. C., W. N. Harris, box 256; Sec. and Treas., J. D. Morgan. Meets every Monday evening at 7 p. m., in I. O. O. F. hall.
- Kincaid Div. No. 150, Utica, N. Y.** C. C., Jesse P. Smith, 2 Genesee st.; Sec. and Treas., C. T. King, 14 Washington st. Meets 2d and 4th Sundays in each month at 2 p. m., in I. O. O. F. hall.
- Providence Div. No. 151, Providence, R. I.** C. C., Clarence M. Cates, Valley Falls, R. I.; Sec. and Treas., Thomas Peckham, No. 7 Pettis st. Meets 2d and 4th Sundays at I. O. O. F. hall, 18 Chalkstone ave.
- Richmond Div. No. 152, Richmond, Va.** C. C., W. C. Butler, 1306 Ross st.; Sec. and Treas., A. J. Blanton, 400 North 5th st. Meets 1st and 3d Sundays in each month at 2 p. m., in I. O. O. F. hall, cor. Mayo and Franklin sts.
- B. D. Horn Div. No. 153, Mauch Chunk, Pa.** C. C., W. I. Hatrick; Sec. and Treas., E. H. Blakslee. Meets 1st and 3d Sunday at 2 p. m., in Odd Fellows temple.
- Binghamton Div. No. 154, Binghamton, N. Y.** C. C., M. F. Collins; Sec. and Treas., W. E. Carpenter, 274 Chenango st.
- Syracuse Div. No. 155, Syracuse, N. Y.** C. C., H. T. Bolles, 14 Fitch st.; Sec. and Treas., Byron Hart, 29 Fitch st. Meets 1st, 3d and 5th Sundays of each month, in K. of P. hall, at 4 p. m.
- Pennsylvania Div. No. 156, Carbondale, Penn.** C. C., Jno. B. Kirkbride; Sec. and Treas., Boyd Case. Meets 1st and 3d Sunday in each month at 4:00 p. m., in I. O. O. F. hall.
- New England Div. No. 157, Boston, Mass.** C. C., J. H. Macdonald, E. Div. B. & M. Ry.; Sec. and Treas., C. F. Hammond, 'Old Colony Ry.' Meets in K. of H. hall, on 3d Tuesday of each month at 10 a. m., 730 Washington st.
- Alexandria Div. No. 158, Alexandria, Va.** C. C., Chas. M. nkin; Sec., Geo. B. Deaton. Meets 2d and 4th Sunday in each month, in I. O. O. F. hall.
- City of Mexico Div. No. 159, City of Mexico, C. C., H. M. Taggart, box 250; Sec. and Treas., H. H. Greenleaf, lock box 256. Meets 1st and 3d Saturday in each month. 19:30, in I. O. O. F. hall.**
- Wyoming Valley Div. No. 160, Wilkesbarre, Pa.** C. C., Joseph Winder, 35 Cinderella st.; Sec., Joseph H. Keithline, 235 South st. Meets 2d and 4th Sundays at 1:30 p. m., in I. O. O. F. hall.
- Parsons Div. No. 161, Parsons, Kan.** C. C., B. L. Taft; Sec. and Treas., B. F. Higgins. Meets every Monday at 2 p. m.
- West Philadelphia Div. No. 162, C. C., Wesley Vance; Sec., A. H. McCauley, 4419 Wallace st. Meets alternate Sundays, commencing Dec. 14, at Surveyor's hall, 40th st. and Lancaster ave.**
- Oil City Div. No. 163, Oil City, Pa.** C. C., J. M. Richards, P. O. box 157; Sec. and Treas., Jno. Burns, box 782. Meets 1st Sunday in each month in G. A. R. hall, at 10 a. m.
- Eagle Grove Div. No. 164, Eagle Grove, Iowa.** C. C., J. H. Anderson; Sec. and Treas., E. G. Yeakum. Meets 2d and 4th Sundays of each month at 2 p. m. in K. of P. hall.
- Fort Scott Div. No. 165, Fort Scott, Kan.** C. C., D. E. Root; Sec. and Treas., E. W. Griffin. Meets 1st and 3d Sunday in each month at 2 p. m. in Masonic hall.
- Licking Div. No. 166, New rk, Ohio.** C. C. David Francis; Sec. S. F. More, box 588. Meets 1st Tuesday and 3d Sunday of each month.
- Frontier City Div. No. 167, Oswego, N. Y.** C. C., D. G. Eggleston, Richland, N. Y.; Sec. and Treas., L. O. Rand, 60 W. Utica st. Meets 2d and 4th Sundays in each month in Engineer's hall, in N. Y. O. W. building, East Oswego, at 10:00.
- Moses Taylor Div. No. 168, Hoboken, N. J.** C. C., Jos. Hough; Sec. and Treas., S. D. Chittenden. Meets 2d and 4th Thursday each month at 10:30 a. m., in Odd Fellows Hall, 174 Washington st.
- Neptune Div. No. 169, Jersey City, N. J.** C. C., L. H. Campbell, 223 Warren st.; Sec. and Treas., G. B. Morris, 617 Harrison ave., Harrison, N. J. Meets at Roche's Hall, 1st and 3d Sunday each month at 2 p. m.
- Camden Div. No. 170, Camden, N. J.** C. C., A. E. Ludlow, 26 S. 3d st.; Sec. and Treas., J. P. Ancker, P. R. R. depot. Meets 1st Sunday, at 1:30 p. m., 2d Saturday at 8 p. m., and 3d Tuesday at 10:30 a. m. in B. of L. E. hall.
- Thomas Dickson Div. No. 171, Troy, N. Y.** C. C., C. G. Thayer, West Troy, N. Y.; Sec., John Robinson, 51 James st., Green Island, N. Y. Meets in Odd Fellows' hall 1st Saturday and 3d Sunday in each month at 19:30.
- Mountain City Div. No. 172, Altoona, Pa.** C. C., G. S. Mitchell; Sec. and Treas., Jno. Beaver, acting, 49 Washington ave. Meets 1st Saturday at 7:30 p. m., and 3d Sunday at 2:30 p. m., each month in Metcalf hall, cor. Union ave. and 16th st.
- Long Pine Div. No. 173, Long Pine, Neb.** C. C., Chas. H. Baker; Sec., N. R. Hamilton, Norfolk, Neb. Meets 1st and 3d Sundays at 13:30 and 2d and 4th Sundays at 19:30.

- Thayer Div. No. 174, Thayer, Missouri.** C. C., G. W. Hildaway; Sec., B. E. M. Quirk, Jonesboro, Ark. Meets 2d and 4th Sundays each month at 19:30.
- Memphis Div. No. 175, Memphis, Tenn.** C. C., T. P. Billingslea, 60 Johnson ave.; Sec., Z. J. Goodwin, 231 Georgi st. Meets 1st and 3d Sunday in each month at 2 p. m., in K. of P. hall.
- Corning Div. No. 176, Corning, N. Y.** C. C., J. D. Carlton; Sec. and Treas., C. K. Lathrop. Meets 1st and 3d Sundays in each month at 2 p. m.
- Alliance Div. No. 177, Alliance, Ohio.** C. C., R. S. Kavler; Sec. and Treas., H. H. Hoyer, 87 S. Liberty st. Meets 2d and 4th Mondays in each month at 1 p. m., and 1st and 3d Tuesdays at 7:30.
- Gulf City Div. No. 178, Mobile, Ala.** C. C., W. H. Scholes, 9 S. Lawrence st.; Sec. and Treas., T. E. Buckley, care of S. Duphin, 4 W. of Ann. Meets 2d and 4th Thursdays in each month, at 14:30 in O. F. hall, cor. Royal and St. Michael's st.
- Topeka Div. No. 179, Topeka, Kansas.** C. C., P. O'Brien, 304 Madison st.; Sec. and Treas., C. C. Fellows, 209 Hancock st. Meets 1st and 3d Sunday at 1 p. m. in Crawford's hall.
- Atlanta Div. No. 180, Atlanta, Ga.** C. C., J. H. Latimer, box 305; Sec., R. G. DeTreville, 14 Orme st. Meets 2d and 4th Saturday each month, cor. Whitehall and Alabama sts, at 7:45 p. m.
- Chillicothe Div. No. 181, Chillicothe, O.** C. C., —; Sec., Chas. H. Howard. Meets 2d and 3d Sunday of each month at I. O. O. F. hall.
- Wolverine Div. No. 182, Jackson, Mich.** C. C., Howard Leach, 115 Elm ave.; Sec. and Treas., George E. Hunt, 215 Waterloo ave. Meets 2d and 4th Sunday in I. O. O. F. hall at 2 p. m.
- Knobley Div. No. 183, Keyser, W. Va.** C. C., Robert Turner, box 80; Sec. and Treas., J. W. Matlick, box 102. Meets every Monday at 9 a. m., in B. and O. building.
- Blue Ridge Div. No. 184, Charlottesville, Va.** C. C., J. N. Gentry; Sec. and Treas., F. L. Shaw. Meets 1st and 3d Monday of each month at 2 p. m., in Mechanics' hall, cor. Main and Union sts.
- Lanier Div. No. 185, Selma, Ala.** C. C., W. H. English; Sec. and Treas., A. M. Sledge. Meets 1st and 3d Sunday each month at 2 p. m. in I. O. O. F. hall.
- Birmingham Div. No. 186, Birmingham, Ala.** C. C., Jno. B. Reid, box 594; Sec. and Treas., E. T. Cox.
- Sunbury Div. No. 187, Sunbury, Penn.** C. C., Jno. W. Treadwell; Sec. Jno. H. Blain. Meets 2d and 4th Sunday at 2 p. m. in I. O. O. F. hall.
- Stanberry Div. No. 188, Stanberry, Mo.** C. C., T. J. Preston, Box 271; Sec., A. F. Wilson. Meets 2d and 4th Sundays of each month at 2 p. m., in I. O. O. F. hall.
- Frontier Div. No. 189, Point Edward, Ont.** C. C., A. Johns, G. T. Ry.; Sec. and Treas., Geo. Whitlock, G. T. Ry. Meets 1st and 3d Wednesdays at 2 p. m., in I. O. O. F. hall.
- Grafton Div. No. 190, Grafton, W. Va.** C. C., Thos. S. Flinnigan; Sec. and Treas., Jno. Flanagan. Meets 2d and 4th Mondays at 7:30 p. m., in Brinkman's hall.
- Yellowstone Div. No. 191, Billings, Montana.** C. C., Archibald Loasby; Sec. J. D. Finn, box 622. Meets 2d Sunday at 1 p. m.
- East Saginaw Div. No. 192, East Saginaw, Mich.** C. C., O. M. Leman, F. & P. M. Ry.; Sec., W. H. McAllister, box 1186, Saginaw City. Meets 1st and 3d Sunday of each month at 13:00.
- Lake Erie Div. No. 193, Loraine, Ohio.** C. C., B. N. Uterback; Sec., J. M. McConnell. Meets 1st and 3d Sundays in each month, at 9:30 a. m. in Odd Fellows Hall.
- Brookfield Div. No. 194, Brookfield, Mo.** C. C., W. D. Crandall; Sec., J. W. Wavland. Meets 1st and 3d Sunday in each month at 19:30, in Hartman & Tooley's hall.
- Sierra Nevada Div. No. 195, Sacramento, Cal.** C. C., J. F. Calderwood; Sec., J. E. Shortridge, 713 10th st. Meets 2d and 4th Sunday in Y. M. I. hall, 7th st., at 7:30.
- St. Johns Div. No. 196, Jacksonville, Fla.** C. C., G. T. Maughs; Sec., E. Marsh, Waldo, Fla. Meets 1st and 3d Sundays in each month at 20:00 in G. A. R. hall.
- Brainerd Div. No. 197, Brainerd, Minn.** C. C., W. P. Spaulding; Sec., W. H. Cummings, box 1658.
- Holyoke Div. No. 198, Springfield, Mass.** C. C., A. T. Smith, Williamsburg, Mass.; Sec., A. A. Bals, 201 Dwight st., Holyoke. Meets 1st and 3d Sundays in each month at 1:30 p. m. in Harnegarian Hall, cor. Main and State sts.
- Pensacola Div. No. 199, Pensacola, Fla.** C. C., R. F. Jones; Sec. and Treas., C. E. Cole, box 743. Meets 1st and 3d Saturdays in each month, at 20:00 in Odd Fellows' Hall.
- Bradford Div. No. 200, Bradford, Pa.** C. C., E. H. Nash; Sec. and Treas., W. T. Bogart, 33 Jefferson st. Meets 1st and 3d Sundays in each month at 14:00 Cor. Main and Webster sts.
- New Haven Div. No. 201, New Haven, Conn.** C. C., H. S. Beers, 132 Howard ave.; Sec. and Treas., A. Ostrander, 128 Humphrey st. Meets 1st and 3d Sundays in each month at 1:30 in G. A. R. hall, Church and Center sts.
- Augusta Div. No. 202, Augusta, Ga.** C. C., J. C. McMaster, P. R. & A. Ry.; Sec., A. A. Walden, A. & K. Ry. Meets 1st Saturday and 3d Wednesday of each month in K. of P. hall at 19:00.
- Howe Div. No. 203, Truro, N. S. C.** C. C., J. Craigie, Sec., H. D. Archibald, box 418.
- Quaker City Div. No. 204, Philadelphia, Pa.** C. C., John Meck; Sec., Jas. A. Oldham, 271 Anna st. Meets 1st and 3d Sunday in each month at 14:00 in Memorial hall, cor. 9th and Girard sts.
- R. E. Lee Div. No. 205, Petersburg, Va.** C. C., W. B. Beasley, W. High st.; Sec., T. C. Fatts, 131 Old st. Meets 2d and 4th Sundays in each month in Red Men's hall, Bank st.
- Lincoln Div. No. 206, Springfield, Ill.** C. C., J. H. Hunt, 571 Line st., Quincy, Ill.; Sec., J. D. Irwin, 509 S. 10th st. Meets 2d and 4th Sundays in each month at 14:00 in K. of P. hall, cor. 5th and Monroe sts.
- Butler Div. No. 207, Butler, Ind.** C. C., C. M. Yard; Sec., L. L. Halstead.
- Palmeto Div. No. 208, Charleston, S. C.** C. C., Wm. A. Bradley, 128 Cannon st.; Sec., T. H. Syme, 57 Hanover st. Meets 1st and 3d Friday in each month at 12:00 m.
- Pocatello Div. No. 209, Pocatello, Idaho.** C. C., J. E. McCarthy, lock box 22; Sec., W. B. Geen, lock box 22, Eagle Rock, Idaho.
- Stonewall Jackson Div. No. 210, Lovely Mount, Va.** C. C., F. M. Stanley; Sec., J. H. Carner, 702 Cable st., Lynchburg, Va. Meets 2d and 4th Sundays at 13:00.
- Stevens Point Div. No. 211, Stevens Point, Wis.** C. C., Wm. A. Webster; Sec., C. B. Baker. Meets 2d and 4th Sundays at 14:00.
- Slater Div. No. 212, Slater, Mo.** C. C., —; Sec. and Treas., W. H. Burgum. Meets 1st and 2d Monday in each month at 1:30 p. m. in Masoni Hall.
- Barker Div. No. 213, Michigan City, Ind.** C. C., Wm. Bouchard; Sec., W. S. Kelly. Meets 2d and 4th Sundays at 15:00 in Ammon hall.
- Bartlett Div. No. 214, Monoton, N. B.** C. C., Jno. Berry; Sec., Y. C. Campbell, box 279.
- Columbia Div. No. 215, Columbia, S. C.** C. C., J. J. McManus; Sec. and Treas., Geo. P. Meredith. Meets in Phoenix Hall, cor. Taylor st.
- Ottumwa Div. No. 216, Ottumwa, Iowa.** C. C., D. C. Dubois, 120 Birch st.; Sec. and Treas., C. H. Bryan, 214 W. Fourth st. Meets 2d and 4th Sundays in each month at 1:00 p. m.
- Temple Div. No. 217, Temple, Texas.** C. C., W. R. Gages; Sec. and Treas., Thomas Corton. Meets every Sunday night in K. of P. Hall, Tyler, Texas, at 8:00.

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**Cincinnati Div. No. 5, Cincinnati, O.** Robert F. Marsall, Pres.; Albert Snell, Sec.

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**Louisville Div. No. 7, Louisville, Ky.** S. F. Randall, Pres.; John B. Murphy, Sec. Meets last Sunday in the month.

**Denver Div. No. 8, Denver, Col.** Harry Buckhorn, Pres.; J. J. Bresnahan, Sec. Meets 1st and 3d Saturdays in each month in Division Room, Union Depot.

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**Terre Haute Div. No. 10, Terre Haute, Ind.** Jno. B. Walsh, Pres.; Chas. R. McCray, Sec. Meets 1st Sunday in each month at 3 p. m.

**East St. Louis Div. No. 11, East St. Louis, Mo.** Geo. W. Glessner, Pres.; John T. Metier, Sec. Meets 1st and 3d Wednesdays.

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**Minneapolis Div. No. 20, Minneapolis, Minn.** A. J. Hitt, Pres.; Harry Staples, Sec. Meets on the 1st Sunday in each month.

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Brotherhood of Locomotive Firemen,  
Brotherhood of R. R. Brakemen,  
Brotherhood of R.R. Yardmasters,  
Etc., Etc., Etc., Etc.

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The Celebrated Armstrong Caps,  
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GAGEMEN, Etc., Etc.

The Celebrated Armstrong Uniforms,  
FOR KNIGHTS TEMPLAR, PATRIARCHS MILLI-  
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## The Armstrong Costumes,

Regalia, Banners, Etc., for Masonic,  
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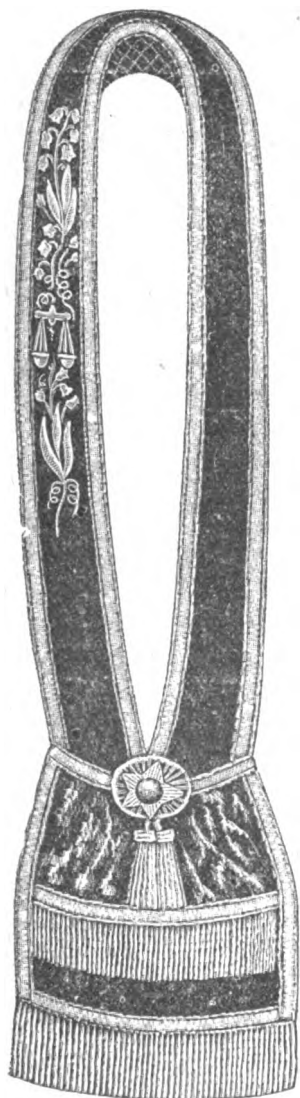
Write for Catalogue and Prices, always  
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**DETROIT, - - MICH.**

4-3



# O. R. C.

## CARDS.

INVITATION AND PROGRAM  
STOCK, SEALS, BADGES,  
ETC.

Correspondence with Orders  
Solicited.

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**FLORIDA,**

(Or if you are not coming send for new and elegant Map of Florida just published, together with Time Table and Connections of the

**Florida Railway  
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**The Florida Railway and  
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— IS THE —

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To all Noted Points in the State.

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day and night trains.

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or West the

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Vermont Railroad,**

which forms in connection with the  
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and favorite New England  
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is second to no road in this country. It is the only  
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Dr. T. A. SLOCUM, 181 Pearl St., New York.

4-7

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Cures all Diseases of Nervous Origin. \$5.00  
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5-1



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Recommendations furnished on application.

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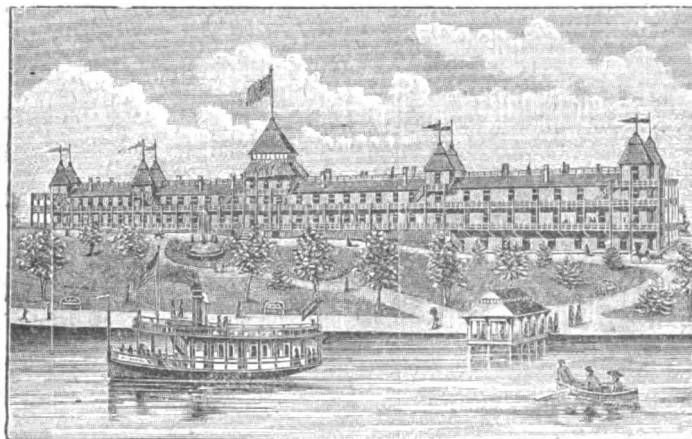
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4-12

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I do not mean merely to stop them for a time and then have them return again, I mean a radical cure. I have made the disease of FITS, EPILEPSY or FALLING SICKNESS a life-long study. I warrant my remedy to cure the worst cases. Because others have failed is no reason for not now receiving a cure. Send at once for a treatise and a Free Bottle of my infallible remedy. Give Express and Post Office. It costs you nothing for a trial, and I will cure you.  
ADDRESS, Dr. H. G. ROOT, 183 Pearl St., New York.

4-7



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Situated on the south shore of SPIRIT LAKE, Dickinson county, Iowa, near the Minnesota line, on the

**BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY.**

**Spirit Lake** is a place that Conductors can conscientiously recommend to their friends. It is, without exception, the finest summer resort in the Northwest. Write to the General Ticket Agent of the B., C. R. & N. Ry., Cedar Rapids, Iowa for a Guide to the Summer Resorts of the Northwest and the Attractions of Spirit Lake.

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**No Change of Cars** { **CHICAGO & KANSAS CITY,**  
OF ANY CLASS { **CHICAGO & ST. LOUIS,**  
BETWEEN { **ST. LOUIS & KANSAS CITY.**  
Union Depots in **CHICAGO, EAST ST. LOUIS,**  
**ST. LOUIS** and **KANSAS CITY.**  
NO OTHER LINE RUNS

**PALACE DINING CARS**  
between **CHICAGO** and **KANSAS CITY,** **CHICAGO** and **ST. LOUIS,** and **ST. LOUIS** and **KANSAS CITY.** Meals equal to those served in any First-Class Hotel, only 75 cents. The finest

**PALACE RECLINING CHAIR CARS**  
In the World are run in all Through Trains, day and night, without change, and **FREE OF EXTRA CHARGE.** This is the only line running a sufficient number of these cars in all its Through Trains to accommodate all its patrons.

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the finest, best and safest in use anywhere.  
The best and quickest route from **CHICAGO** to **MEMPHIS, MOBILE, NEW ORLEANS,** and all points **SOUTH** via **ST. LOUIS.**

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See that your Tickets read via "**CHICAGO & ALTON RAILROAD.**"

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Own and operates nearly 5,500 miles of thoroughly equipped road in Illinois, Wisconsin, Iowa, Missouri, Minnesota and Dakota.

It is the **Best Direct Route** between all principal points in the Northwest, Southwest and Far West.

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Railway Service of America.

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**WASHINGTON, D. C.**

THE U. S. RAILWAY  
Passenger Conductors' Accident Asso'n.  
INDIANAPOLIS, IND.

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LaCrosse, Wis., January 14, 1897.

W. K. BELLIS, Esq., Indianapolis:

Dear Friend—Your kind letter inclosing draft for \$25.00 received this morning. Many thanks for giving my claim your prompt attention. I am still confined to the house, and my physician thinks I will not be able to get out for a week or more. I will have injury blanks filled out and certified to as soon as I am able to be out. Hoping that the Passenger Conductors' Accident Association may continue to receive the reward it so justly merits by the prompt manner in which it conducts its business, I shall ever be its patron and friend, and yours with the highest consideration and respect.

GEO. J. JOHNSON,

Sec. and Treas. LaCrosse Div. No. 61.

Minneapolis, Minn.

W. K. BELLIS, Sec'y:

Dear Sir—Yours of the 31st received, containing check for first week's indemnity. I am not able to be out, and am suffering severely from my injury. The manner in which you pay your claims was quite a surprise to me. When my wife notified you, we had not thought of receiving a draft by return mail, but such being the fact, I wish to extend my hearty support and thanks, and will send you some members from our section. I think we can get twenty-five or thirty from these two cities. Yours truly,

L. S. HOUGH,

Conductor C. M. & M. Ry.

## CUT THIS OUT.

**CLASS A.**—Passenger Conductors' Indemnity, \$25 weekly for thirty weeks; \$5,000 death indemnity; actual cost only \$25 per year; payable in four payments of \$6.25 each.

## CLAIMS PAID WITHOUT ONE HOUR'S DELAY

**CLAIMS PAID WEEKLY.** You don't have to wait sixty or ninety days for your money. If you are injured and hold a membership in the CONDUCTOR'S ACCIDENT ASSOCIATION, notify the Secretary at once, giving full account of injury. On return mail you will receive a draft for your weekly indemnity. The time our conductors need the benefits is while they are laid up.

The following is a partial list of losses paid by our Association. All losses have been paid before they were due. For want of space we are unable to publish the entire list.

NAME.	RAILROAD.	AM'T.
H H Moran	Mex Nat'l	\$100 00
S W Shrum	C N O & T P	514 26
A S Catherwood	L N A & C	160 71
A Bulman	I B & W	92 85
A S Knapp	I B & W	110 71
S J Brash	I B & W	28 56
J H Evans	I B & W	39 27
Chas E Miles	O & M	31 95
Geo B Von Phul	C I St L & C	25 00
D B Earheart	C I St L & C	88 28
W H Cremens	C I St L & C	23 55
Ed Cook	C I St L & C	25 00
J K P Harris	C C C & I	46 23
Frank Burns	C C C & I	64 22
J J Turner	C N O & T P	75 00
J L Winston	K C R R	25 00
D R Bolton	N Y C & St L	14 28
C Burdell	Ill Mid Ry	30 00
H W Stoddard	C & G T Ry	17 85
Geo M Brown	Hoosac Tun	32 14
L F Hough	St P M & M	39 28
Robert Noble	Tex Pac	28 57
H W Stoddard	C & G T	32 13
J W McFarland	A G S	62 15
L A Winemiller	C C C & I	25 00
W F Cunningham	I & St L	53 57
Frank F Seibert	St L A & T	38 58
Charles Arksey	P H & N W	100 00
T D Bateman	St L A & T	57 90
James Stone	F & P M	11 72
Geo G Johnson	St P M & O	50 00
T McLaughlin	K C	25 00
Frank Elsworth	F & P M	25 00
James A Paul	C & O	228 57
J E Hagerty	F S & G	128 55
Ezra Eskridge	St L A & E	30 00

**CLASS B.**—Freight Conductors' Indemnity, \$15 weekly for thirty weeks; \$5,000 death indemnity, actual cost \$30 yearly; payable in four payments of \$7.50 each; or \$10 weekly indemnity, \$1,000 death indemnity, cost, \$30 yearly; payable in four payments of \$7.50 each.

## APPLICATION BELOW.

W. K. BELLIS, Secretary. Dear Sir—Please find inclosed my application for membership. On receipt of my policy and membership card I will remit the first payment.

1. My name in full is ..... Address.....

State whether you are a Passenger or Freight Conductor .....

My certificate shall be payable, in case of death by accident, under provisions of this certificate to

Name in full .....

Sign full name here.....

Ry. Conductor.....

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With its sumptuous equipment, offers the following inducements:

**Commodious Conveyance.**

**Low Rates.**

**No Extra Charge for Limited Trains,**

**Direct Connections,**

**Rapid Transit.**

Two Through Trains leave Dearborn Station, daily, for

NEW YORK,

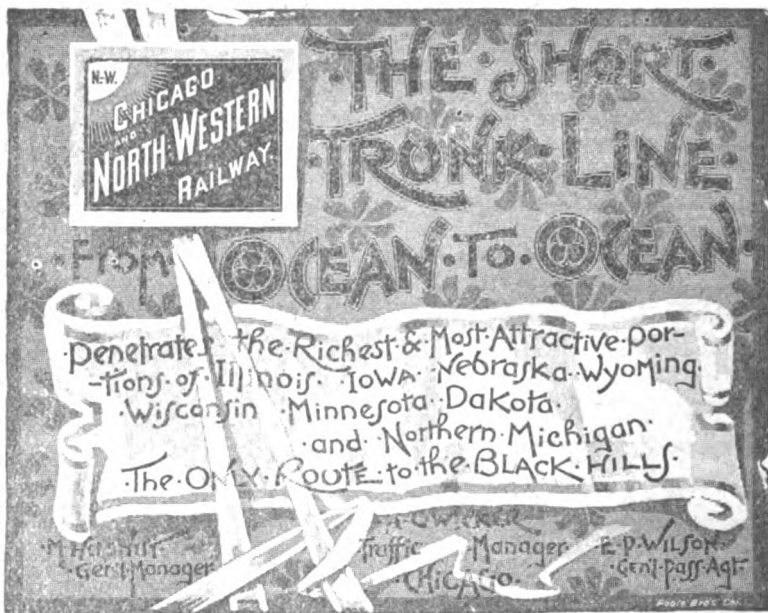
BOSTON,

PHILADELPHIA,

BUFFALO,

ALBANY,

And all prominent Eastern points. Pullman Buffet Sleeping Cars on all through trains.



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### MICHIGAN CENRAL RAILROAD.

#### SHOREST ROUTE, QUICKEST TIME

From CHICAGO to GRAND RAPIDS, GRAND HAVEN, MUSKEGON, BIG RAPIDS, MANISTEE, LUDINGTON, and all Points in Western Michigan.

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Seals,

Etc.,

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OF

RAILWAY

CONDUCTORS.

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WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY WILL SEE BY EXAMINING THIS MAP THAT THE



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By reason of its central position and close relation to all principal lines East and West, at initial and terminal points, constitutes the most important mid-continent link in East-west and through traffic, which invites and facilitates travel and traffic between cities of the Atlantic and Pacific Coasts. It is also the favorite and best route to and from points East, Northern and Southeast, and corresponding points West, Northwest and Southwest.

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Guarantees its patrons that sense of personal security afforded by a solid, thoroughly bullet-proof road-bed, smooth tracks of continuous steel rail, substantially built culverts and bridges, rolling stock as near perfection as human skill can make it, the safety appliances of patent buffers, platforms and air brakes, and that exacting discipline which governs the practical operation of all its trains. Other specialties of this route are Transfers at all connecting points, in Union Depots, and the unsurpassed comfort and luxuries of its Passenger Equipment.

The Fast Express Trains between Chicago and Peoria, Council Bluffs, Kansas City, Leavenworth and Atchison, are composed of well-ventilated, fully upholstered Day Coaches, Magnificent Pullman, Pullman Sleepers of the latest design, and comfortable Dining Cars, in which elaborately cooked meals are served in the most palatable manner. Between Chicago and Kansas City and Atchison are also run the Celebrated Reclining Chair Cars.

### The Famous Albert Lea Route

Is the direct and favorite line between Chicago and Minneapolis and St. Paul, where connections are made in Union Depots for all points in the Territories and British Provinces. Over this route Fast Express Trains are run to the watering places, summer resorts, picturesque localities, and hunting and fishing grounds of Iowa and Minnesota. It is also the most desirable route to the rich wheat fields and pastoral lands of Interior Dakota.

Still another DIRECT LINE, via Senece and Kan-  
kakee, has been opened between Cincinnati, Indian-  
apolis and Lafayette and Council Bluffs, Kansas City,  
Minneapolis and St. Paul and intermediate points.

For detailed information see Maps and Folders,  
obtainable, as well as tickets, at all principal Ticket  
Offices in the United States and Canada, or by ad-  
dressing

R. R. CABLE,

Pres't & Gen'l Mgr.

E. ST. JOHN,

Gen'l Tkt & Pass. Ag't,

CHICAGO.

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Cheaper than the cheapest, and equal to any in quality. New and handsome designs. Samples free. Send your address, and say you saw this ad. in the MONTHLY.

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# THE RAILWAY CONDUCTORS' MONTHLY.

Entered at the Postoffice, Cedar Rapids, Iowa, as second-class matter.

The Cheapest and Best Publication of its Class. Will contain for the year 1887 fifty-six pages of reading matter each month.

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## RAILWAY CONDUCTORS' MONTHLY

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World.

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The following is a Directory of the principal Hotel in the places named, and Conductors may recommend them to the traveling public without hesitation :

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HOTEL CLIFTON—First avenue. A strictly first-class Hotel, refitted and refurnished throughout. Terms, \$3 per day.

WM. ANDERSON, Manager

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29 FIRST AVENUE,

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ORDER OF RAILWAY CONDUCTORS'

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The Finest 10-Cent Cigar in the Market.

TRADE MARK REGISTERED.

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*GENTLEMEN:*

In placing this cigar on the market, we feel confident that we are giving the Order the BEST TEN-CENT CIGAR that can be manufactured.


We will guarantee to keep the cigars up to their present standard, and by so doing hope to receive the liberal patronage of the Order they are named after, and also their recommendation to their many friends, who are in want of a good cigar.

Respectfully,

**BRAVO & KEYES,**

MANUFACTURERS,

**BINGHAMPTON, N. Y.**

 No cigars are genuine unless the words "Grand Chief" appear on each and every label.



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### **Wanted, Female Help---**

Ladies, we have added a Purchasing Agency Department to our business and will buy any of thousand and one articles in daily use by a gentlemen, his wife, children, or for household purposes. If your husband wants a new Cap, Badge, Lantern, or any other article, it will be well for you to entrust to us any little order you may have. Hart & Duff Hat Co., 113 N. Broadway, St. Louis.

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---

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### **Boys Wanted to suggest**

to their Parents that the articles they failed to find to their taste in their home stores, can be had through our Purchasing Agency Department, of Hart & Duff Hat Co., 113 N. Broadway, St. Louis.

---

---

### **Girls Wanted to say to**

their Fathers that a nice seal skin sacque or a fine umbrella would make a nice Christmas present for mother. If she does not need those articles, tell him he can get anything he may want by sending his order to our Purchasing Agency Department. Hart & Duff Hat Co., 113 N. Broadway, St. Louis.

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### **Engineers Wanted to buy**

our cab lamps and torches. Hart & Duff Hat Co., 113 N. Broadway, St. Louis.

57.

---

### **Station Agents Wanted to**

know that we carry a handsome line of Caps, Badges and Lanterns; also that we have metal buttons with the word "Agent" on them. Hart & Duff Hat Co., 113 N. Broadway, St. Louis.

---

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### **Express Agents Wanted to**

know that we have added a "Purchasing Agency Department" to our business. This knowledge will enable them to say to their friends, "send to Hart & Duff Hat Co., 113 N. Broadway, St. Louis, they will buy it for you."

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### **Book-keepers Wanted ---**

We want you to write for and keep our books (catalogues) always handy. They will do you good. Hart & Duff Hat Co., 113 N. Broadway, St. Louis.

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---

### **Train Masters Wanted to**

know that although they now have no use for a cap and badge, we can still be of use to them. Our Purchasing Agency Department is a success. Hart & Duff Hat Co., 113 N. Broadway, St. Louis.

---

---

### **Superintendents Wanted**

to know that when they are sending orders to us for a supply of caps, badges, etc., we can buy for their private account anything from a box of tooth-picks to a pew in church. Hart & Duff Hat Co., 113 N. Broadway, St. Louis.

---

---

### **Wanted, Everybody to**

know that we will send our first quality Silk Hat, price \$6.00; or second quality, price \$5.00 to any part of the United States, express charges *pre paid*, provided the money accompanies the order. Hart & Duff Hat Co., 113 N. Broadway, St. Louis.



VOLUME IV.

DECEMBER, 1887.

NUMBER 12.



# RAILWAY CONDUCTOR'S MONTHLY

C. S. WHEATON.

EDITOR.



W. P. DANIELS.

MANAGER.

dec 87

Harbor F C  
48 4th Ave

\$1.25 PER YEAR

PUBLISHED BY THE

**"ORDER OF RAILWAY CONDUCTORS"**

CEDAR RAPIDS, IOWA.



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and Lowest-Priced

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ODELL & FORWARD, Props.

### CEDAR RAPIDS, IOWA.

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5-13 L. R. CHASE, Proprietor.

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**Stiff Body.**

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 6 Blue Cloth ----- 2.00  
 Patent leather visors. Cork ventilators under leathers of Silk Caps.

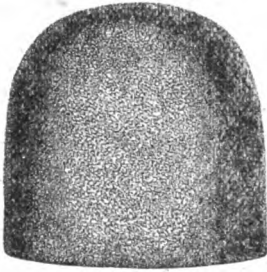
If gold embroidered badge is ordered with either of the above caps, we will prepay express charges to any part of the United States, provided order is accompanied by the money and mention is made of the MONTHLY. Caps *without* embroidered badges will be sent *charges collect*.

**RUBBER COATS** Sent by express, prepaid, when orders are accompanied by the money.

**No. 405. DOUBLEBACK PUREGUM COAT**—inside fancy stripe; 52 inches long; garment guaranteed the best for service ever manufactured. To each ticket is attached a piece of the cloth which will show that it is pure Rubber ----- \$ 6.00

**No. 406. RUBBER COAT**—Alpaca finish; rubber lined; an extraordinary fine garment; 52 inches long—colors Seal Brown, Navy Blue or Black with a delicate White Stripe. The most "dressy" garment ever made. Weighs but 8 ounces. -- 12.00

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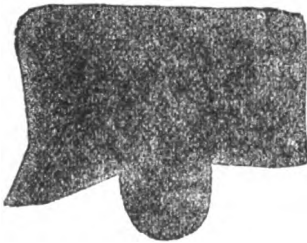
\$10, \$12, \$14 and \$15.

**SEAL GAUNTLETTES.**

\$5, \$7.50, \$10, \$12, \$15, \$18.

**SEAL TURBAN.**

\$10, \$12, \$14, and \$15.

**SEAL TURBAN.**

\$12, \$14 and \$16.

**HART & DUFF HAT CO.,**

113 North Broadway,

**ST. LOUIS, MO.**

**MRS. FRANK PALMER,**  
**FLORIST,**

**Box 574, La Porte, Indiana,**

Is ready to furnish Flowers and new Funeral Designs; fills orders for Weddings and Parties on short notice. She is growing much Fancy Stock this year, and her Designs and Flowers need no special mention, as they are known and admired by many people. Address as above.

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THE RAILWAY CONDUCTORS' MONTHLY with any of the following periodicals at the low prices named below :

With Harper's Weekly, regular price, \$5 25, sent for \$4.55.		
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We will make you a reduced price for any combination of the above periodicals. Write and tell us what you want and we will give you price.

## CUT THIS OUT,

Fill up the blanks and send. Remittances by postoffice order, express order or bank draft payable to Wm. P. Daniels at OUR RISK. Postal notes are at the risk of sender. All charges on remittances must be prepaid.

**WM. P. DANIELS, Manager,**  
**Railway Conductors' Monthly,**  
**Cedar Rapids, Iowa.**

DEAR SIR:—Enclosed find ----- for \$-----, for which please  
send the Railway Conductors' Monthly and -----  
----- to the following address :

Name -----

Street and number or box -----

Post Office -----

County ----- State -----



MINNEAPOLIS, Oct. 18, 1887.

BROTHERS:—I would like one hundred conductors to put in one hundred dollars each. We have a group of eighteen mines on Six Mile creek, in Park county, Montana. It is the first large gulch southeast of the famous Emigrant Gulch. They are ten miles from Fridley Station, on the Park branch of the Northern Pacific railroad. We have a 70-foot tunnel on one of them—the "Western"; assay as follows: Four dollars and eighty cents per ton gold; eighty-seven dollars and twenty cents per ton silver, and forty-two and a half per cent. lead. The others all show gold, silver and lead. There is nothing but a trail up to the mines now, and we want to build a road, which is about six miles; will cost between two and three thousand dollars, and we are in need of money. Any conductor in good standing, sending one hundred dollars, we will send them a receipt good for one hundred and fifty shares of stock, ten dollars par value. We will send the stock as soon as we know what kind of machinery we need to work the ore and the cost of it. The one hundred conductors can have the option to buy what stock is placed on the market, so it will be exclusively controlled by conductors. There is four of us own the mines—the two miners who discovered them, F. and M. McGuire—A. J. Edsall and myself. Mr. Edsall is Under Sheriff of Gallatin county, Montana: residence, Bozeman, Montana.

Yours in P. F.,

L. S. HOUGH,

Minneapolis Div. No. 117, Box 44, Minneapolis, Minn.

~~For~~ For information address as above.

CARNEY & HAND,  
ASSAY OFFICE AND CHEMICAL LABRATORY,  
16 East Broadway. }

#### ASSAY CERTIFICATE.

BUTTE CITY, MONTANA, Sept. 5, 1887.

Mr. H. Cook, your samples of Ore assayed as follows:

Marks—No. 6: Ounces per ton, Gold, 24-100; Silver, 87 2-10. Value per ton, Gold, \$4.80. Lead, 42 1-2 per cent.

Charges, \$2.50

Respectfully,

CARNEY & HAND, Assayers.



# Railway Conductor's Monthly

## SEE THE FOLLOWING LIST OF PREMIUMS OFFERED.

For 12 subscriptions at \$1.25 each, 1 No. 5 Gold Pen, with holder, just the thing for use on a train, always ready and in order. Price, \$3.

For 15 subscriptions, a Delegate's Badge with the number of the Division.

For 18 subscriptions, badge as above, with a handsome silk-lined morocco case.

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For 35 subscriptions a nickel plated "Coman," with globe as above. Price, \$8.

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10 subscriptions, all to be sent at one time	-----	\$11.50
25 " " " " "	-----	27.50
50 " " " " "	-----	50.00

Any one who has sent five lists of ten each, two of twenty-five each, or one of fifty, may send one or more at a time at \$1 each.

Cash must invariably accompany all subscriptions, and all charges must be prepaid.

**Subscriptions need not all be sent at once, but may be sent as fast as received.**

**Blank subscription lists and sample copies of the MONTHLY sent free on application.**

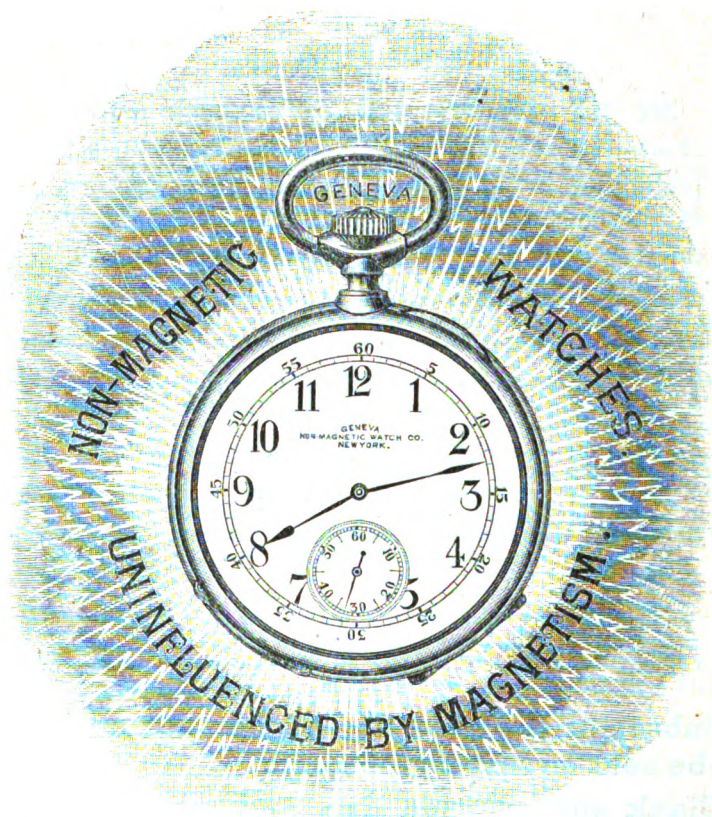
**Our Lanterns are from the well-known and popular Hart & Duff Hat Co., and are warranted to give satisfaction.**

**WM. P. DANIELS, Manager.**

**56 THIRD AVENUE,**

**CEDAR RAPIDS, IOWA.**

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Containing PAILLARD'S PATENT BALANCE AND HAIR SPRING which are absolutely

Uninfluenced by Magnetism,

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Every Watch Adjusted to Temperature and fully Warranted.

For Railroad Service, or wherever fine and accurate time is required, these Watches have no equal.

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## THE ORDER OF RAILWAY CONDUCTORS.---1887.

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*Assistant Grand Chief Conductor.*—EDMUND B. COMAN, 905 W. 13th St., Kansas City, Mo.  
*Grand Secretary and Treasurer.*—WILLIAM P. DANIELS, Cedar Rapids, Iowa.  
*Grand Senior Conductor.*—AUSTIN B. GARRETSON, Dennison, Tex.  
*Grand Junior Conductor.*—CHARLES E. WEISZ, Middletown, N. Y.  
*Grand Inside Sentinel.*—P. H. POTTER, 716 s 4th st, Mobile, Ala.  
*Grand Outside Sentinel.*—W. P. SHEILAN, Springfield, Ill.

## EXECUTIVE COMMITTEE.

HIRAM HURTY, Chairman, Hornellsville, N. Y.—Term expires May, 1888.  
 ERWIN H. BELKNAP, Galesburg, Ill.—Term expires May, 1889.  
 WILLIAM C. CROSS.—Term expires 1890.

## INSURANCE COMMITTEE.

W. S. SEARS, Chairman, Adrian, Mich.—Term expires May, 1888.  
 WILLIAM J. DURBIN, 726 Clybourn St., Milwaukee, Wis.—Term expires 1889.  
 JOSEPH H. LATIMER, box 305 Atlanta, Ga.—Term expires 1890.

## PAST GRAND CHIEF CONDUCTORS.

W. L. COLLINS, CYRUS A. STANCHFIELD, JOHN B. MORFORD.

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- District No. 2.** Chairman, W. W. Pardee, New Haven, Conn.; Secretary, John W. Brown, No. 4 New Fenner ave., Providence, R. I.
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- District No. 28.** Chairman, W. L. Clark, North Platte, Neb.; Secretary, —.

## DIVISION DIRECTORY.

(When not otherwise given, address of officers is at the place where Division is located.)

- Chicago Div. No. 1, Chicago, Ill.** C. C., Wm. Kilpatrick, 229 Park ave.; Sec. and T., J. P. Es-may, Wells street depot, Room 20. Meets 1st and 3d Sundays in each month at 10:00 a. m., at 82 West Randolph st., Chicago, Ill.
- Buffalo Div. No. 2, Buffalo, N. Y.** C. C., H. S. Chapman, 71 Prospect st., Lockport, N. Y.; Sec. and Treas.; W. J. Jackman, Tucker's Hotel. Meets 2d, 3d and 4th Sundays of each month at 14:30 in Stendt's hall, over 103 E. Seneca st., Buffalo, N. Y.
- St. Louis Div. No. 3, St. Louis, Mo.** C. C., Wm. F. Lewis, 1007 s Jeff r-on st.; Sec. and Treas., J. M. Babcock, 1009½ Penn st. Meets 2d and 4th Sundays in each month at 13:00, in Elk's hall, over People's Theatre.
- Marshall Div. No. 4, Marshalltown, Ia.** C. C., John Lynch; Sec., George Boggie. Meets 1st and 3d Sundays in each month at 3:00 p. m. in G. A. R. Hall, cor. Main st. and 1st ave.
- Collins Div. No. 5, Baltimore, Md.** C. C., J. S. Mewshaw, Calvert Station; Sec. and Treas., George Dewey, 1501 Harford ave. Meets every Monday at 9:30 a. m., at "Old Town Bank Hall," cor. Gay and Exeter sts.
- Battle Creek Div. No. 6, Battle Creek, Mich.** C. C., N. D. Austin, Williams House, Sec., N. E. Retallick, 240 East Main st. Meets 2d and 4th Sundays in each month at 13:00, in K. of P. room, Castle hall, Morgan block, Battle Creek, Mich.
- Houston Div. No. 7, Houston, Tex.** C. C., D. J. Glenney; S. c. W. E. Ligon. Meets 1st and 3d Sundays in each month at 10:00 a. m., cor. Congress and Fanin sts.
- Rochester Div. No. 8, Rochester, N. Y.** C. C., J. O. Spellman, National Hotel; Sec. Geo. H. Clark, 57 Chestnut st. Meets every Sunday at 15:00, 100 E. 9th Arcad.
- Elmira Div. No. 9, Elmira, N. Y.** C. C., G. O. E. Drake, 162 S. Elm St.; Sec., C. A. Wood, 209 Galtian St. Meets 1st and 4th Sundays in each month at 3 p. m., in I. O. O. F. Temple, Water st.
- Southern Tier Div. No. 10, Waverly, N. Y.** C. C., M. Dearborn; Sec., Burt Hutchins, lock box 55, Sayre, Pa. Meets 1st and 3d Sundays in each month at 2:30 p. m., s. e. corner Broad and Fulton sts.
- Emporia Div. No. 11, Emporia, Kan.** C. C., H. K. Stewart; Sec. and Treas., C. F. Skidmore, 109 Neosho st. Meets in K. of P. Hall, 1st and 3d Sundays in each month at 2 p. m., s. e. cor. Fifth ave. and Merchant st.
- Lockawanna Div. No. 12, Scranton, Pa.** C. C., John J. Farrell, Dunmore, Pa.; Sec., P. J. O'Malley, 315 ½ Capouse Ave. Meets 2d and 4th Sundays each month at 2:30 p. m., in German Odd Fellows' hall.
- Union Div. No. 13, St. Thomas, Ont.** C. C., J. H. Cole; Sec., J. F. McCarthy, box 887. Meets every Sunday at 2 p. m., city time, in Masonic block, Ta bot st., east end.
- Cleveland Div. No. 14, Cleveland, O.** C. C., Chas. Mullen, 36 Newton St.; Sec., F. A. Bunnell, 326 Lake st. Meets 2d and 4th Sundays in each month at 1 p. m., in I. O. O. F. hall No. 52 Public Square, Cleveland, Ohio.
- Stratford Div. No. 15, Stratford, Ont.** C. C., Frederick Hayhow; Sec., E. J. Burton, box 488. Meets 2d and 4th Sundays each month at 2:30 p. m., Forester's hall.
- London Div. No. 16, London, Ont.** C. C., Adam Douglas, 275 Talbot st.; Sec., John McAuliffe, G. T. Ry. Meets 2d and 4th Mondays of each month at 2:30 p. m., in B. of L. E. hall.
- Toronto Div. No. 17, Toronto, Ont.** C. C., Robt. A. Purdon, 72 Gladstone ave; Sec., E. Williams, 460 Front st. W. Meets 1st and 3d Sunday in each month at 14:30 in Odd Fellows hall, cor. Queen st. and Spadina Ave.
- Three States Div. No. 18, Mt. Carmel, Ill.** C. C., Joe Shields, Mt. Carmel, Ill.; Sec., L. B. Jenkins, box 352. Meets every Sunday at 2 p. m., cor. Sixth and Commercial ayes.
- Elkhart Div. No. 19, Elkhart, Ind.** C. C., S. H. Hus-ey, box 950; Sec., G. W. Huntley, 409 Hickory st. Meets 2d and 4th Sundays of each month at 14:00 in K. of P. hall, cor. Franklin and Main sts.
- Garfield Div. No. 20, Collinwood, O.** C. C., D. H. Rogers, box 230; Sec., M. N. Hyde, lock box "F." Meets in B. of L. E. hall, Collamer st., every alternate Tuesday at 7:30 p. m., commencing Dec. 12, 1882.
- Oreston Div. No. 21, Oreston, Ia.** C. C., G. M. Lougbridge; Sec., W. R. White, lock box 1154. Meets 1st and 3d Sundays of each month at 14:30, in K. of P. hall, No.— Pine street, Creston, Iowa.
- Mason City Div. No. 22, Sanborn, Ia.** C. C., S. W. Derrick, Mason City, Ia.; Sec., H. L. George, lock box 273, Sanborn, Iowa. Meets 2d and 4th Sundays in each month at 2 p. m., in Masonic hall, corner of Commercial and Fifth sts.
- Sylvania Div. No. 23, Catawissa, Pa.** C. C., Benj. J. Schmick; Sec., Aaron W. Stadler. Meets 1st and 3d Sundays of each month at 18:00, in Eyer's Building, and last Mond y at 19:00.
- St. Albans Div. No. 24, St. Albans, Vt.** C. C., R. D. Nash; Sec., J. A. Sturdivant. Meets 1st Friday in each month at 19:30 and 3d Thursday in each month at 14:30.
- Maple City Div. No. 25, W. tertown, N. Y.** C. C., G. W. Howland; Sec., Frank J. Gordon, Carthage, N. Y. Meets 1st and 3d Sunday in each month.
- Marford Div. No. 26, Toledo, O.** C. C., B. W. Graves, 344 Washin. ton st.; Sec., E. W. Purrett, 74 Magnolia st. Meets 1st Tuesday at 7:30 p. m., and 3d Sunday of each month at 2 p. m., cor. Adams and Ontario sts.
- Arnum Div. No. 27, Hamilton, Ont.** C. C., Joe McKay, 81½ Bay st.; Sec. and Treas., James Ogilvie, Barton st. Meets 1st Monday at 8 p. m. and 4th Sunday of each month at 2 p. m.
- Carver Div. No. 28, Atchison, Kan.** C. C., L. T. Smith, box 345, Cameron, Mo.; Sec., N. A. M. her, 303 N. 3d st. Meets 2d and 3d Sundays at 2 p. m., in I. O. O. F. hall.
- Randolph Div. No. 29, Ottawa, Ont.** C. C., W. O. Washburn, Royal Exchange Hotel; S-c., W. C. Wright, box 634, Brockville, Ont. Meets 2d and 4th Sundays of each month at 14:30 in Odd Fellows' hall.
- Osark Div. No. 30, Springfield, Mo.** C. C., G. B. Smith; Sec. and Treas., R. E. Ivett, 135 Washington ave., North Springfield, Mo. Meets 2d and 4th Sundays at 2 p. m., in Masonic hall, Commercial st.
- Star Div. No. 31, Burlington, Ia.** C. C., Wm. C. Cross, Train Master's office, C. & Q. R'y; Sec., H. H. Goodell, 503 South Tenth st. Meets 1st and 3d Sunday at 2 p. m., each month, Post-office building, cor. Third and Washington sts.
- Keystone Div. No. 32, Meadville, Pa.** C. C., Geo. A. Thompson; Sec., E. B. Hunt, box 444. Meets every Friday at 7:30 p. m., in Royal Arcanum hall, Phoenix block.
- Clinton Div. No. 33, Clinton, Ia.** C. C., Henry Case; Sec., N. J. Oakes, 411 8th av. Meets 1st and 3d Sundays in each month at 2 p. m., in I. O. O. F. hall.

**Boone Div. No. 84, Boone, Ia.** C. C., F. Champ-  
lin; Sec., W. P. Foote. Meets the 2d and 4th  
Sundays of each month at 2 p. m., in I. O. O. F. hall.

**North Platte Div. No. 85, North Platte, Neb.** C.  
C., G. R. Hammond; Sec., W. L. Park. Meets  
1st Sunday of each month at 8 p. m., in I. O. O. F.  
hall, Spruce st.

**Arkansas Valley Div. No. 86, Pueblo, Colorado,**  
C. C., A. J. Swinehart; Sec., H. W. Bartlett, box  
716, Pueblo, Col. Meets 2d and 4th Sundays in each  
month at 2:30 p. m. and 7:30 p. m., respectively,  
A. O. U. W. hall.

**Delaware Div. No. 87, Phillipsburgh, N. J.** C. C.,  
W. K. Dilts; Sec., Sam Phipps, box 510. Meets  
1st and 3d Sundays in each month, B. and D. depot  
building.

**Des Moines Div. No. 88, Des Moines, Ia.** C. C.,  
David Bowers, C., R. I. & P. R'y.; Sec., How-  
ard Case, 604 E. 5th St. Meets 4th Sunday in each  
month at 10:00, in A. O. U. W. hall, cor. E. 6th  
and Locust streets.

**Hannibal Div. No. 89, Hannibal, Mo.** C. C., Wm.  
H. Russell; Sec., W. H. DeWitt, 311 N. 4th st.  
Meets 1st and 3d Sundays in each month, I. O.  
O. F. hall on Broadway.

**St. Paul Div. No. 40, St. Paul, Minn.** C. C.,  
George H. Hull; Sec., F. M. Saunders, 402  
seventh ave., S. E., Minneapolis, Minn. Meets 1st  
and 3d Sundays in each month at 14:30 in I. O. O.  
F. hall, 5th and Wabasha sts.

**Stanhfield Div. No. 41, Chicago, Ill.** C. C., C. H.  
Wilkins, 117 47th st.; Sec., S. L. McDowell,  
3414 State st. Meets 1st and 3d Mondays at 2 p. m.,  
and 2d and 4th Sundays at 10 a. m., in Bachman's  
hall, 4547 State st., cor. 49th.

**Trenton Div. No. 42, Trenton, Mo.** C. C., Wm.  
R. Hale; Sec., E. A. Stone. Meets 1st and 3d  
Sundays in each month at 3 p. m., in Trenton  
Division hall, 17 Elm st.

**Central Div. No. 43, East Syracuse, N. Y.** C. C.,  
D. N. Lepper, box 73; Sec., J. B. Harvey, box  
58. Meets every Friday at 7:30 p. m., in A. O. U.  
W. hall, Manlius st.

**Denver Div. No. 44, Denver, Col.** C. C., G. M.  
Shute, 1743 Curtis st.; Sec., E. J. Stout, 1739 16th  
st. Meets 1st Sunday each month at 13:30 and  
3d Sunday at 9:30, 368 Holiday st.

**Chapman Div. No. 45, Oneonta, N. Y.** C. C., J. C.  
White; Sec., Wm. Moffatt. Meets 1st and 3d Sun-  
days of each month at 6:30 p. m., in B. of L. E.  
hall, Main st.

**Milwaukee Div. No. 46, Milwaukee, Wis.** C. C.,  
W. B. Woolford; Sec., A. L. Vannaman, 516  
Grand ave. Meets 1st and 3d Sundays in each  
month at 2 p. m., in K. of H. hall, No. 1 Grand av.

**North Star Div. No. 47, Winnipeg, Man.** C. C.,  
F. J. Dorsey, care C. P. R'y.; Sec., Jos. Fahey,  
care C. P. R'y. Meets 2d Sunday at 14:00, and  
4th Sunday in each month at 20:00, hall cor.  
Main and Common sts.

**International Div. No. 48, Detroit, Mich.** C. C.,  
D. M. Ashmore, 171 Selden ave; Sec., John How-  
ard, Michigan Exchange Hotel. Meets 1st and  
3d Sundays at 14:00, in Griswold hall, cor. Gris-  
wold and State sts.

**Moberly Div. No. 49, Moberly, Mo.** C. C., John  
Neberger 1; Sec. and Treas., J. H. Pierce, lock  
box 225. Meets every Sunday in Hannah's hall,  
cor. Reed and Williams sts.

**Hartford Div. No. 50, Hartford, Conn.** C. C.,  
D. J. Ewell, 40 Williams st.; Sec., C. S. Brigham,  
10 Russ st. Meets 2d and 4th Sundays in each  
month, at Temple of Honor hall, 302 Asylum st.,  
at 2 p. m.

**Royal Div. No. 51, Longview, Texas.** C. C., G.  
H. VanGilder; Sec., J. D. Hunt. Meets every  
Wednesday at 1:30 p. m., Lo ge Building.

**Neverink Div. No. 52, Port Jervis, N. Y.** C. C.,  
D. P. Schuliz; Sec., F. Rosenkrans, 36 Ball st.  
Meets 2d and 4th Sundays in each month at 2 p.  
m., in Farnum block, Pike st.

**Lone Star Div. No. 53, Denison City, Texas.** C.  
C., A. B. Garretson, box 366; Sec., Charles H.  
Loomis, lock box 518. Meets 1st and 3d Sundays  
in each month, at I. O. O. F. hall, Main st.

**New York City Div. No. 54, Long Is'and, N.**  
Y. C. C., T. N. Bentley, Greenport, N. Y.; Sec.,  
W. W. Appar, box 253, Patchogue, N. Y. Meets  
4th Monday in each month at 12 p. m., 300 Eighth  
ave.

**Kaw Valley Div. No. 55, Kansas City, Mo.** C. C.,  
Sec., A. W. Williams, Union Depot. Meets  
2d and 4th Sundays in each month at 2 p. m.  
Orient hall, 511 Delaware st.

**Priest Div. No. 56, Albany, N. Y.** C. C., Benj.  
H. Dayton, 42 Second ave, Greenbush, N. Y.;  
Sec., J. C. Sheldon, D. & H. C. Depot, Albany,  
N. Y. Meets 1st and 3d Mondays, at 14:30, in  
G. A. R. hall, No. 480 Broadway.

**Evergreen Div. No. 57, Fort Worth, Texas.** C.  
C., Jules Alvord; Sec., J. W. Housel, box 248.  
Meets 1st and 3d Sundays each month in K. F.  
hall, Main st., between 2d and 3d, at 3:30 p. m.

**Valley City Div. No. 53, Cedar Rapids, Iowa.** C.  
C., J. W. Lavery; Sec., C. S. Weston, 316 W.  
5th st. Meets 1st Sunday in each month at 14:30,  
room 13, Post Office block.

**Alamo Div. No. 59, Texarkana, Ark.** C. C., John  
Carmichael; Sec., A. Kiniment, box 139. Meets  
every Tuesday at 7:30 p. m., in each month, in our  
own hall.

**Queen City Div. No. 60, Sedalia, Mo.** C. C., O.  
E. Parson, 710 E. 4th st.; Sec., B. F. Blythe,  
Cor. 3d and Quincy sts. Meets 1st and 3d Sun-  
days in each month, at 2 p. m., Pythian hall, 5th  
st. opposite Court House.

**La Crosse Div. No. 61, La Crosse, Wis.** C. C.,  
Willis Wade; Sec., Geo. J. Johnson, 227 Mill st.  
Meets every Sunday in each month at 2:30 p. m.,  
Koop's hall.

**Leffett Div. No. 62, Bucyrus, Ohio.** G. C., W.  
S. Ward; Sec., A. H. Gardner. Meets 1st and  
3d Sunday in each month, at 10 a. m., in National  
hall, cor. Sandusky ave. and Rensselaer st., Bucy-  
rus, Ohio.

**Thurber Div. No. 63, Austin, Minn.** C. C., W.  
P. Tubbs, Conover, Ia.; Sec., Geo. Campbell.  
Meets 1st and 3d Sunday in each month, at 10  
a. m., C. M. & St. P. R'y. building.

**Erie Div. No. 64, Erie, Penn.** C. C., Jas. Donlin,  
71 W. 17th st.; Sec., S. H. Whipple, 249 West  
17th st. Meets 1st and 3d Sunday in each month,  
at 1:30 p. m., 17th st., in A. O. U. W. hall.

**Banana Div. No. 65, Nickerson, Kan.** C. C., E.  
F. Elliott; Sec., E. H. McLaughlin. Meets 1st  
and 3d Tuesday in each month, 1:30 p. m., Main  
st., McCormick's block.

**Griffin Div. No. 66, Keokuk, Iowa.** C. C., H.  
Cellyham, 417 Morgan st.; Sec., J. R. Roberts, 1212  
Blondeau st. Meets 1st and 3d Sundays in each  
month, at 2 p. m.

**Johnson Div. No. 67, Dubuque, Iowa.** C. C.,  
F. A. Jackson, 1491 Washington st.; Sec.,  
I. H. Keepers, L. Box 267. Meets 2d and 4th  
Sundays at 1:30 p. m. in Kassidean Knights hall,  
cor. 9th and Locust sts.

**Baraboo Div. No. 68, Harvard, Ill.** C. C., Walter  
Simmons; Sec., A. F. Harrett. Meets 1st and 3d  
Monday in each month, at 2 p. m. in A. O. U. W.  
hall.

**El Paso Div. No. 69, El Paso, Texas.** C. C., E.  
L. Mevis; Sec., A. C. French, L. box 250. Meets  
1st and 3d Saturday evening, in Odd Fellows  
New Hall, El Paso st.

- Montesuma Div. No. 70, Las Vegas, N. M.** C. C., H. C. Schroth; Sec., A. P. Gutchel, 116 Grand ave. Meets 2d and 4th Sunday in each month at 2 p. m., in K. of P. hall, 313½ R. R. ave.
- Wheaton Div. No. 71, Little Falls, N. Y.** C. C., N. E. Ransom; Sec., F. A. Mitchell. Meets 1st and 3d Sunday in each month at 2 p. m., in I. O. O. F. hall, Albany st.
- Greer Div. No. 72, Fargo, Dakota.** C. C., T. R. Sloan, box 1760. Sec., Curtis H. Baker, box 734. Meets 2d and 4th Saturday of each month at 8 p. m., in I. O. O. F. hall, Fargo, Dakota.
- Ashabula Div. No. 73, Ashabula, O.** C. C. Wm. H. Bevington; Sec., J. W. Van Epps. Meets 1st and 3d Sundays in each month in K. of H. hall, at 9:30 a. m., 90 meridian time.
- Henwood Div. No. 74, Decatur, Ill.** C. C., F. M. Vanway, 420 Durfee st.; Sec. and Treas., Chas. A. Ball, 937 E. North. Meets 1st and 3d Sundays in each month at 2 p. m. in K. of P. hall.
- Red River Valley Div. No. 75, Crookston, Minn.** C. C., W. D. Scott; Sec., ———. Meets 1st and 3d Sunday in each month at 2 p. m. in Odd Fellows' hall.
- San Antonio Div. No. 76, San Antonio, Texas.** C. C., E. S. Hefferman, 716 Ave. C.; Sec., W. A. Shafer, 309 Grand ave. Meets 1st and 3d Saturday in each month at 9:30 a. m., in Odd Fellows' hall.
- Palestine Div. No. 77, Palestine, Texas.** C. C., B. F. Blount; Sec., Jesse Hurd, box F, acting. Meets every Sunday at 2:30 p. m., in K. of P. Hall.
- Robinson Div. No. 78, Savanna, Ill.** C. C., E. R. Carr, box 963 Freeport, Ill.; Sec., F. E. Johnson. Meets 2d Sunday of each month, at 9 a. m., and 4th at 2 p. m., in O. R. C. hall.
- Peoria Div. No. 79, Peoria, Ill.** C. C., W. E. Bell; Sec., G. W. Coit, 504 Hamilton st. Meets 2d and 4th Sundays in each month at 10 a. m., in A. O. U. W. hall, 3d floor, cor. Adams and Fulton sts.
- West Farnham Div. No. 80, Newport, Vt.** C. C., T. C. Gale; Sec., J. P. Whitney, Newport, Vt. Meets 1st Thursday of each month in Masonic hall.
- Friendship Div. No. 81, Beardstown, Ill.** C. C., C. C. Parker; Sec., Peter Beck. Meets 1st and 3d Monday at 7 p. m., and 2d and 4th Sundays at 2 p. m.
- Durbin Div. No. 82, Madison, Wis.** C. C., E. D. Carrell, 432 Main st.; Sec., C. H. Fitzgerald, 419 W. Washington st. Meets 2d and 4th Sundays in each month.
- Galesburg Div. No. 83, Galesburg, Ill.** C. C., W. I. Leggett, 1006 S. W. St.; Sec., F. C. Wilcox, 507 N. Cherry st. Meets 1st Wednesday and 5th Saturday in each month, at 19:30, in College City hall.
- Perry Div. No. 84, Perry, Iowa.** C. C., A. Whitmore; Sec., F. L. Moore, box 581. Meets 2d and 4th Sundays in each month at 4 p. m.
- Astec Div. No. 85, Winslow, Arizona Terr.** C. C., J. O. Dodge; Sec., L. W. Roberts. Meets 1st and 3d Sundays in each month, at 9 a. m.
- Delta Div. No. 86, Escanaba, Mich.** C. C., Wm. Manley; Sec., J. W. Staiger, box 144. Meets 2d and 4th Sunday in each month in Odd Fellows' hall. Wm. Gibson, agent for "Monthly."
- Bloomington Div. No. 87, Bloomington, Ill.** C. C., Jno. H. Wied; Sec. and Treas., Jno. A. Beck, 818 W. Washington st. Meets 2d and last Sunday of each month at 2:00 d. m., in Odd Fellows' hall, 210 N. Centre st.
- DeBrie Div. No. 88, Riviere, Du Loupe, P. Q. C.** C. M., F. Marchessault, So. Quebec; Sec., T. A. Moreau, Box 26, South Quebec. Meets 2d and 4th Sundays.
- Monon Div. No. 89, Louisville, Ky.** C. C., H. W. Adkins, 1517 W. Chestnut st.; Sec., C. S. Dodson, 508 2d st. Meets at 9:30 a. m. every Sunday in Fall City hall, Market st., between 11th and 12th sts.
- Waseca Div. No. 90, Waseca, Minn.** C. C., Frank D. Babcock; Sec., R. J. Mann, 220 W. Broadway, Winona, Minn. Meets every Sunday.
- Mount Hood Div. No. 91, The Dalles, Oregon.** C. C., R. T. Hedrick Albany, Oregon; Sec., W. H. Jones, box 165. Meets 2d and 4th Sundays at 9:00, in K. of P. hall, 2d st.
- Terre Haute Div. No. 92, Terre Haute, Ind.** C. C., O. E. Raidy, 316 N. 11th st.; Sec., D. W. Hatcher, 334 N. 13th st. Meets 1st and 3d Sunday of each month at 4:30 cor. 7th and Main sts.
- Fort Dodge Div. No. 93, Fort Dodge, Iowa.** C. C., E. Hogan; Sec., H. McCourt.
- Altoona Div. No. 94, Altoona, Wis.** C. C., Frank Briggs; Sec. and Treas., Geo. Proctor. Meets 1st and 3d Saturdays in each month, at 8:15 p. m. in B. L. F. hall.
- Harvey Div. No. 95, McCook, Neb.** C. C., C. D. Belknap; Sec., S. E. Harvey. Meets 1st and 3d Sundays at 1:30 p. m., in Masonic hall.
- Belknap Div. No. 96, Aurora, Ill.** C. C., F. Reese, box 1112; Sec., C. D. Rosetter, 194 Lincoln ave. Meets at 3 p. m. 1st and 3d Sundays in each month at cor. Main and Broadway, 3d floor.
- Roodhouse Div. No. 97, Roodhouse, Ill.** C. C., H. A. Perry; Sec., J. L. Bougey. Meets 1st and 3d Mondays and 2d and 4th Sundays in each month, at 1 p. m., in I. O. O. F. hall.
- Montgomery Div. No. 98, Montgomery, Ala.** C. C., W. D. Brewster, care L. & N. R'y.; Sec. and Treas., M. C. Hogan, cor. B 11 and Dickinson sts. Meets 1st and 3d Saturdays at 8 p. m.
- Millbank Div. No. 99, Millbank, Dakota.** C. C., F. A. Johnson; Sec., E. H. Fargo. Meets 2d and 4th Sundays in each month at 2 p. m., in Masonic hall.
- Hollingsworth Div. No. 100, Columbus, Ohio.** C. C., A. O. Hunter, 36 North Grubb st.; Sec., H. P. Feltrow, box 215. Meets 2d and 4th Sundays of each month in I. O. O. F. hall.
- Mattoon Div. No. 101, Mattoon, Ill.** C. C., W. W. Simpson; Sec., L. H. McClintock, box 997. Meets 1st and 3d Sundays at 1:30 p. m., each month, in K. P. hall.
- Oatley Div. No. 102, Grand Rapids, Mich.** C. C., E. I. Brookfield; Sec. and Treas., Fred Volkert, 273 4th ave. Meets 2d and 4th Sundays in each month, at 1:30 p. m., at 30 Canal st.
- Indianapolis Div. No. 103, Indianapolis, Ind.** C. C., Jno. U. King, 135 Woodlawn ave.; Sec., I. D. Baldwin, 26 S. Illinois st. Meets 1st and 3d Sundays at 1:30 p. m., in Red Men's hall, Griffith's block.
- Millard Div. No. 104, Middletown, Orange Co., New York.** C. C., A. H. Corwin, box 334; Sec. and Treas., G. T. Walker, box 268. Meets every 1st and 3d Sunday in each month at 2 p. m., in K. of H. hall.
- Ogilvie Div. No. 105, Meridian, Miss.** C. C., Wm. H. Dunlop; Sec. and Treas., R. E. Harris. Meets 2d and 4th Sundays at 2 p. m., in hall, cor. Johnson and High sts.
- Rock Island Div. No. 106, Rock Island, Ill.** C. C., A. M. Crane; Sec., Ira Yantis, 126 W. 16th st., Davenport, Iowa. Meets in A. O. U. W. hall 1st and 3d Sundays in each month at 2:30 p. m.
- Cincinnati Div. No. 107, Cincinnati, O.** C. C., W. P. Harper, 375 Baymiller st.; Sec. and Treas., J. A. Conky, 1703 W. 6th st. Meets in Eagle hall, Central ave. and 8th st., 2d and 4th Sunday in each month at 14:00.

- Crescent City Div. No. 108, New Orleans, La. C. C.**, F. J. Jewett, 352½ Dryads st.; Sec. and Treas., R. O. Owens, 761 Ca'p st. Meets 1st and 3d Tuesdays in each month at 8 p. m. at 193 Gravier str. et.
- Crawford Div. No. 109, Gallion, Ohio. C. C.**, C. Pfeffer; Sec., L. McBane. Meets 1st Monday following Sunday and 3d Monday following Sunday of each month; Monday 7 p. m. and Sunday 2 p. m.
- Logan Div. No. 110, Logansport, Ind. C. C.**, F. F. Barnett; Sec., E. W. Alexander, 1010 East Broadway. Meets every Sunday at 2 p. m.
- Los Angeles Div. No. 111, Los Angeles, Cal. C. C.**, Thos. Kilpatrick, box 375; Sec. and Treas., B. G. Warthen, box 1318. Meets 1st Monday in each month at 19:30 at 512 San Fernando st.
- Centralla Div. No. 112, Centralla, Ill. C. C.**, J. L. Davis, box 297; Sec. and Treas., T. C. Borden, box 136. Meets 1st Sunday each month at 2:30 p. m., and 3d Sunday each month at 7:30 p. m. at G. A. R. hall.
- Bower City Div. No. 113, Janesville, Wis. C. C.**, Geo. Anderson; Sec., C. J. Mahoney. Meets at 3 p. m. 2d and 4th Sunday in each month in hall over Court st. Methodist Church, main st.
- B. B. Hawkins Div. No. 114, Pittsburgh, Pa. C. C.**, D. L. Brown, 64 Fountain st.; Sec. and Treas., G. E. Vance, 1100 13th ave., Altoona, Pa. Meets 1st and 3d Sunday in each month at 2 p. m.
- El Captain Div. No. 115, Oakland, Cal. C. C.**, T. L. O'Neil, Santa Cruz, Cal.; Sec., Frank Trahan, 815 Washington st. Meets 1st Saturday in each month at 11:30 a. m., and 3d Saturday in each month at 7:30 p. m. in Shattuck hall, cor. 8th s. and Broadway.
- Yosemite Div. No. 116, Tulare, Cal. C. C.**, O. M. Morris, Lathrop, Cal.; Sec., P. F. Roche, lock box 138. Meets 1st and 3d Friday in each month at 2 p. m.
- Minneapolis Div. No. 117, Minneapolis, Minn. C. C.**, F. Marsh, box 336; Sec., H. S. Staples, Lock box 136. Meets 2d and 4th Sunday in each month in Royal Arcanum hall, 220 Nicolet ave.
- Danville Div. No. 118, Danville, Ill. C. C.**, Ed. S. Davis; Sec., Merritt Kent, box 115. Meets at 2 p. m., on 2d and 4th Sunday of each month.
- Wayne Div. No. 119, Ft. Wayne, Ind. C. C.**, I. M. Van Slyke, 54 Butler st.; Sec. and Treas., J. P. Jackson, 85 Butler st. Meets 2d and 4th Sunday in each month at 106 Calhoun st.
- Atlantic Div. No. 120, Huntington, Ind. C. C.**, J. M. Hubbard; Sec. and Treas., O. H. Ayers, 276 Michigan av. Meets 1st and 3d Sunday and 2d and 4th Friday in each month at Engineer's hall.
- Huron Div. No. 121, Huron, Dakota. C. C.**, Frank Pechin, Box 537; Sec. and Treas., M. A. Schmitt, box 291. Meets 1st and 3d Sundays of each month at 12 m. in Masonic hall, 312 Dakota ave.
- Boston Div. No. 122, Boston, Mass. C. C.**, Phil. Morrison, 146 West 3d st., South Boston, Mass.; Sec. and Treas., Robt. A. Murray, 14 Cross st., Charlestown, Mass. Meets every alternate Sunday at 2 p. m., commencing March 1st, at Pythian hall, 176 Tremont st.
- Macon Div. No. 123, Macon, Ga. C. C.**, Geo. S. Dasher; Sec., J. T. Johns n, 711 Orange st. Meets 1st and 3d Sundays of each month in I. O. O. F. hall, at Cor. Mulberry st. and Cotton ave., at 14:00.
- Wahsatch Div. No. 124, Ogden, Utah. C. C.**, G. E. Clark; Sec. and Treas., M. Campbell, box 705. Meeting days, 1st Sunday at 1:30 p. m. and 3d Saturday of each month at 7:30, K. of P. hall, Fourth street.
- Friendly Hand Div. No. 125, Andrews, Ind. C. C.**, Geo. F. Whitaker, 230 Union st., La Fayette, Ind.; Sec., Owen McKone, box 144. Meets 1st and 3d Wednesday and 2d and 4th Thursday of each month.
- Harry Gilmore, Div. No. 126, Omaha, Neb. C. O.**, F. J. Fairbairn; Sec. and Treas., Harry Gilmore, 1446 N. 20th st. Meets 1st Sunday at 10 a. m. and 3d Sunday at 2 p. m.
- Wylie Div. No. 127, Amboy, Ill. C. C.**, A. A. Graves, box 438; Sec. and Treas., C. D. Knowles, box 343. Meets 2d and 4th Sunday each month at 2 p. m., in I. O. O. F. hall.
- Cheyenne Div. No. 128, Cheyenne, Wyoming Ter. C. C.**, J. C. Ferguson, box 601; Sec. and Treas., B. B. Foust, box 671. Meets every Tuesday at 2 p. m. in K. of P. hall.
- Great Bend Div. No. 129, Great Bend, Penn. C. C.**, Alonzo Arnold; Sec., Chas. Stephens. Meets 2d and 4th Sunday at 12:30 p. m., in Red Men's hall.
- W. I. Allen Div. No. 130, St. James, Minn. C. C.**, A. B. Cook; Sec. and Treas., J. L. Jones, Pipestoner, Minn. Meets 1st and 3d Sunday of each month, at 19:30, in Masonic hall.
- Little Rock Div. No. 131, Little Rock, Ark. C. C.**, J. Kitto, 311 N. Ringo st.; Sec., L. Treadway, 23 and La st. Meets 2d and 4th Sunday of each month at 2:30 p. m., in Engineer's hall.
- Salida Div. No. 132, Salida, Colorado. C. C.**, M. J. Guerin, box 652; Sec. and Treas., W. J. Patterson. Meets 2d and 4th Sunday of each month, at 2 p. m., in Masonic hall.
- Bowling Green Div. No. 133, Bowling Green, Ky. C. C.**, F. B. Grav, 1322 15th st., Louisville, Ky.; Sec., Wm. Haight. Meeting days 1st and 3d Sunday in each month, at 2:30 p. m.
- Bellevue Div. No. 134, Bellevue, Ohio. C. C.**, B. Bell; Sec., B. Bell. Meets 2d and 4th Thursdays of each month at 20:00 in K. of P. hall.
- Rock City Div. No. 135, Nashville, Tenn. C. C.**, Samuel Sutes, Hopkinsville, Ky.; Sec. and Treas., S. C. Paine, 570 S. Cherry st. Meets 2d and 4th Monday in each month, at 9 a. m., Lewis Hall, Cor. Sumner and Church sts.
- Ashton Div. No. 136, Huntington, W. Va. C. C.**, C. L. Bruner; Sec. and Treas., W. Waldron, box 611. Meets in B. of L. E. hall, 2d Sunday at 2 p. m., and 4th Monday at 8 p. m. of each month.
- Star City Div. No. 137, Lafayette, Ind. C. C.**, Geo. R. Williamson, 108 N. 8th st.; Sec. and Treas., R. K. Alexander, 83 South 5th st. Meets 1st and 3d Sunday at 1:30 p. m., in Coleman Bank Building.
- Britton Div. No. 138, Garrett, Ind. C. C.**, W. E. Rice; Sec. and Treas., N. W. Blackburn. Meets 2d and 4th Sunday in each month at Odd Fellows' hall.
- Stanton Div. No. 139, Knoxville, Tenn. C. C.**, E. D. Estes, box 218; Sec. and Treas., H. B. Yearwood, 153 Gay s. Meets 2d and 4th Sunday in each month in I. O. O. F. hall at 9 a. m.
- New River Div. No. 140, Hinton, W. Va. C. C.**, J. L. McCreary; Sec. and Treas., E. Bray, box 57. Meets 2d Sunday of each month at 2 p. m., and 4th Monday at 7:30 p. m.
- St. Joseph Div. No. 141, St. Joseph, Mo. C. C.**, Wm. Bacon, 1627 S. 10th st.; Sec. and Treas., F. M. Williams, 525 S. 15th st. Meets 1st and 3d Sunday in each month at 2 p. m., in Buffalo hall.
- Laramie City Div. No. 142, Laramie City, Wyoming Ter. C. C.**, E. D. Woodmansee; Sec. and Treas., H. C. Rincker, box 442. Meets 1st and 3d Sunday in each month at 2 p. m.
- Dauphin Div. No. 143, Harrisburg, Pa. C. C.**, Wm. H. Herman, 516 S. 8th st.; Sec. and Treas., Chas. C. Weaver, 1005 Pennsylvania ave. Meets 1st and 3d Sunday of each month at 1 p. m., and 2d and 4th Monday at 7:30 p. m., in Clark Sibles' hall, cor. 3d and Cumberland sts.
- Derry Div. No. 144, Derry Station, Pa. C. C.**, C. S. Shaffer; Sec., T. J. Thompson. Meets 1st and 3d Thursdays in each month at 8 p. m., and 2d Sunday at 2 p. m. in C. o. s. n Friends' hall.



- Nickel Plate Div. No. 145, Conneaut, O. C. C.,** D. C. Hugaboom; Sec. and Treas., H. D. Haight. Meets 1st and 3d Tuesday of each month in G. A. R. hall, Main st.
- E. A. Smith Div. No. 146, Fitchburg, Mass. C. C.,** E. F. Bates, 49 Snow st.; Sec., J. G. Hobbie, 38 Prichard st. Meets 1st and 3d Sunday in each month at 1:30 p. m., in G. A. R. hall.
- Ira O. Sherry Div. No. 147, Easton, Pa. C. C.,** W. H. Keener; Sec. and Treas., P. P. Gulick, 723 Ferry st. Meets every 1st and 3d Sunday at 2 p. m. in G. A. R. hall.
- Lookout Div. No. 148, Chattanooga, Tenn. C. C.,** T. M. Mitchell, address R. ad House; Sec. and Treas., Robert B. Stegall, 417 Gillespie st. Meets 1st and 3d Sunday afternoon.
- Jackson Div. No. 149, Jackson, Tenn. C. C., W. N. Harris, box 256; Sec. and Treas., J. D. Morgan. Meets every Monday evening at 7 p. m., in I. O. O. F. hall.**
- Kincaid Div. No. 150, Utica, N. Y. C. C., Jesse P. Smith, 2 Gen. sec. st.; Sec. and Treas., C. T. King, 161 Whitesboro st. Meets 2d and 4th Sundays in each month at 2 p. m., in I. O. O. F. hall.**
- Providence Div. No. 151, Providence, R. I. C. C.,** Clarence M. Cates, Valley Falls, R. I.; Sec. and Treas., Thomas Peckham, No. 7 Pettis st. Meets 2d Sunday at 2 p. m., and 4th Saturday at 8 p. m. at I. O. O. F. hall, 18 Chalkstone ave.
- Richmond Div. No. 152, Richmond, Va. C. C.,** W. C. Butler, 1306 Ross st.; Sec. and Treas., A. J. Blanton, 403 North 8th st. Meets 1st and 3d Sundays in each month, at 2 p. m., in I. O. O. F. hall, cor. Mayo and Franklin sts.
- E. D. Horn, Div. No. 153, Mauch Chunk, Pa. C. C.,** W. I. Hatrick; Sec. and Treas., E. H. Blakalee. Meets 1st and 3d Sunday at 2 p. m., in Odd Fellows temple.
- Singhamton Div. No. 154, Singhamton, N. Y. C. C.,** M. F. Collins; Sec. and Treas., W. E. Carpenter, 274 Chenango st.
- Syracuse Div. No. 155, Syracuse, N. Y. C. C.,** H. T. Bolles, 14 Fitch st.; Sec. and Treas., Byron Hart, 29 Fitch st. Meets 1st, 3d and 5th Sundays of each month, in K. of P. hall, at 4 p. m.
- Pennsylvania Div. No. 156, Carbondale, Penn. C. C.,** Jno. B. Kirkbride; Sec. and Treas., Boyd Case. Meets 1st and 3d Sunday in each month at 4:00 p. m., in I. O. O. F. hall.
- New England Div. No. 157, Boston, Mass. C. C.,** J. H. Macdonald, E. Div. B. & M. Ry.; Sec. and Treas., C. F. Hammond, "Old Colony Ry." Meets in K. of H. hall, on 3d Tuesday of each month at 10 a. m., 730 Washington st.
- Alexandria Div. No. 158, Alexandria, Va. C. C.,** Chas. Munkin; Sec., Geo. B. Deaton. Meets 2d and 4th Sunday in each month, in I. O. O. F. hall.
- City of Mexico Div. No. 159, City of Mexico. C. C.,** H. M. Laggart, box 259; Sec. and Treas., H. H. Greenleaf, lock box 256. Meets 1st and 3d Saturday in each month, 19:30, in I. O. O. F. hall.
- Wyoming Valley Div. No. 160, Wilkesbarre, Pa. C. C.,** Joseph H. Winder, 57 Cinlerilla st.; Sec., Joseph H. Keithline, 235 South st. Meets 2d and 4th Sundays at 1:30 p. m., in I. O. O. F. hall.
- Parsons Div. No. 161, Parsons, Kan. C. C.,** R. W. Myers; Sec. and Treas., B. F. Higgins. Meets every Monday at 2 p. m.
- West Philadelphia Div. No. 162, C. C., Wesley Vance; Sec., A. H. McCauley, 4419 Wallace st. Meets alternate Sundays, commencing Dec. 14, at Surveyor's hall, 40th st. and Lancaster ave.**
- Oil City Div. No. 163, Oil City, Pa. C. C., J. M. Richards, P. O. box 157; Sec. and Treas., Jno. Burns, box 782. Meets 1st Sunday in each month in G. A. R. hall, at 10 a. m.**
- Eagle Grove Div. No. 164, Eagle Grove, Iowa. C. C.,** J. H. Anderson; Sec. and Treas., E. G. Yeakum. Meets 2d and 4th Sundays of each month at 2 p. m. in K. of P. hall.
- Fort Scott Div. No. 165, Fort Scott, Kan. C. C.,** D. L. Root; Sec. and Treas., E. W. Griffis. Meets 1st and 3d Sunday in each month at 2 p. m. in Masonic hall.
- Licking Div. No. 166, New rk, Ohio. C. C. David Francis; Sec. S. F. Moore, Sandusky, O., 223 Hancock st. Meets 1st and 3d Sunday of each month, Miller hall, 9:00 a. m.**
- Frontier City Div. No. 167, Oswego, N. Y. C. C.,** D. G. Eggleston, Richland, N. Y.; Sec. and Treas., L. O. Rand, 69 W. Utica st. Meets 2d and 4th Sundays in each month in Engineer's hall, in N. Y. O. W. building, East Oswego, at 10:00.
- Moses Taylor Div. No. 168, Hoboken, N. J. C. C.,** Jos. Hough; Sec. and Treas., S. D. Chittenden, Box 53. Meets 2d and 4th Thursday each month at 10:30 a. m., in Odd Fellows Hall, 174 Washington st.
- Neptune Div. No. 169, Jersey City, N. J. C. C.,** L. H. Campbell, 223 Warren st.; Sec. and Treas., G. B. Morris, 617 Harrison ave., Harrison, N. J. Meets at Roche's Hall, 1st and 3d Sunday each month at 2 p. m.
- Camden Div. No. 170, Camden, N. J. C. C., A. K. Ludlow, 26 S. 3d st.; Sec. and Treas., J. P. Ancker, P. R. R. depot. Meets 1st Sunday, at 1:30 p. m., 2d Saturday at 8 p. m., and 3d Tuesday at 10:30 a. m. in B. of L. E. hall.**
- Thomas Dickson Div. No. 171, Troy, N. Y. C. C.,** C. G. Thayer, West Troy, N. Y.; Sec., John Robinson, 51 James st., Green Island, N. Y. Meets in Odd Fellows' hall 1st Saturday and 3d Sunday in each month at 19:30.
- Mountain City Div. No. 172, Altoona, Pa. C. C.,** G. S. Mitchell; Sec. and Treas., Jno. Beaver, acting, 49 Washington ave. Meets 1st Saturday at 7:30 p. m., and 3d Sunday at 2:30 p. m., each month in Metcalf hall, cor. Union ave. and 16th st.
- Long Pine Div. No. 173 Long Pine, Neb. C. C.,** Chas. H. Baker; Sec., C. L. S. Hor, Chadron, Neb. Meets 1st and 3d Sundays at 13:30 and 2d and 4th Sundays at 10:30.
- Thayer Div. No. 174, Thayer, Missouri. C. C.,** G. W. Hadaway; Sec., B. E. M. Gusk, Pashody House, Memphis Tenn. Meets 2d and 4th Sundays each month at 19:30.
- Memphis Div. No. 175, Memphis, Tenn. C. C.,** T. P. Billingslea, 60 Johnson ave.; Sec., Z. J. Goodwin, 231 Georgia st. Meets 1st and 3d Sunday in each month at 2 p. m., in K. of P. hall.
- Corning Div. No. 176, Corning, N. Y. C. C.,** D. Carlton; Sec. and Treas., C. K. Lathrop, No. 10 East Erie Av. Meets 1st and 3d Sundays in each month at 2 p. m.
- Alliance Div. No. 177, Alliance, Ohio. C. C., R. S. Kaylor; Sec. and Treas., H. H. Hoyer, 87 S. Liberty st. Meets 2d and 4th Mondays in each month at 1 p. m., and 1st and 3d Tuesdays at 7:30.**
- Gulf City Div. No. 178, Mobile, Ala. C. C., W. H. Scholes, 9 S. Lawrence st; Sec. and Treas., T. E. Buckley, East Jackson, second north of State st. Meets 2d and 4th Thursday in each month, at 14:30 in O. F. hall, cor. Royal and St. Michael's s.**
- Topeka Div. No. 179, Topeka, Kansas. C. C.,** P. O'Brien, 302 Madison st.; Sec. and Treas., C. C. Fellows, 629 Hancock st. Meets 1st and 3d Sunday at 1 p. m. in Crawford's hall.
- Atlanta Div. No. 180, Atlanta, Ga. C. C., J. H. Latimer, box 305; Sec., R. G. DeTreville, 14 Orme st. Meets 2d and 4th Saturday each month, cor. Whitehall and Alabama sts, at 7:45 p. m.**
- Chillioothe Div. No. 181, Chillioothe, O. C. C.,** ———; Sec., Chas. H. Howard. Meets 2d and 3d Sunday of each month at I. O. O. F. hall.
- Wolverine Div. No. 182, Jackson, Mich. C. C.,** Howard Leach, 113 Elm ave.; Sec. and Treas., George E. Hunt, 215 Waterloo ave. Meets 2d and 4th Sunday in I. O. O. F. hall at 2 p. m.
- Knobley Div. No. 183, Keyser, W. Va. C. C.,** Robert Turner, box 80; Sec. and Treas., J. W. Matlick, box 102. Meets every Monday at 9 a. m., in B. and O. building.



- Blue Ridge Div. No. 184, Charlottesville, Va. C. C.**, J. N. Gentry; Sec. and Treas., F. L. Shaw. Meets 1st and 3d Monday of each month at 2 p. m., in Mechanics' hall, cor. Main and Union sts.
- Lanier Div. No. 185, Selma, Ala. C. C.**, W. H. English; Sec. and Treas., A. M. Sledge. Meets 1st and 3d Sunday each month at 2 p. m. in I. O. O. F. hall.
- Birmingham Div. 186, Birmingham, Ala. C. C.**, Jno. B. Reid, box 592, Sec. and Treas., E. T. Cox.
- Sunbury Div. No. 187, Sunbury, Penn. C. C.**, Jno. W. Treadwell; Sec. Jno. H. Blain. Meets 2d and 4th Sunday at 2 p. m. in I. O. O. F. hall.
- Stanberry Div. No. 188, Stanberry, Mo. C. C.**, T. J. Preston, Box 271; Sec., A. F. Wilson. Meets 2d and 4th Sundays of each month at 2 p. m., in I. O. O. F. hall.
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- Grafton Div. No. 190, Grafton, W. Va. C. C.**, Thos. S. Flannigan; Sec. and Treas., Jno. Flanagan. Meets 2d and 4th Mondays at 7:30 p. m., in Brinkman's hall.
- Yellowstone Div. No. 191, Billings, Montana. C. C.**, Archibald Loasby; Sec. J. D. Finn, box 622. Meets 2d Sunday at 1 p. m.
- East Saginaw Div. No. 192, East Saginaw, Mich. C. C.**, O. M. Leman, F. & P. M. Ry.; Sec., W. H. McAllister, 519 Adams st., Saginaw City. Meets 1st and 3d Sunday of each month at 1:30.
- Lake Erie Div. No. 193, Loraine, Ohio. C. C.**, B. N. Utterback; Sec., J. M. McConnell. Meets 1st and 3d Sundays in each month, at 9:30 a. m. in Odd Fellows Hall.
- Brookfield Div. No. 194, Brookfield, Mo. C. C.**, W. D. Crandall; Sec., J. W. Wayland. Meets 1st and 3d Sunday in each month at 19:30, in Hartman & Toocy's hall.
- Sierra Nevada Div. 195, Sacramento, Cal. C. C.**, J. F. Calderwood; Sec., J. E. Shortridge, 712 10th st. Meets 2d and 4th Sunday in Y. M. I. hall, 7th st., at 7:30.
- St. Johns Div. No. 196, Jacksonville, Fla. C. C.**, G. T. Maughs; Sec., S. L. Earle, care Duval Hotel. Meets 1st and 3d Sundays in each month at 20:00 in G. A. R. hall.
- Brainerd Div. No. 197, Brainerd, Minn. C. C.**, W. P. Spaulding; Sec., W. H. Cummings, box 1658.
- Holyoke Div. No. 198, Springfield, Mass. C. C.**, A. T. Smith, Williamsburg, Mass.; Sec., A. A. Bais, 291 Dwight st., Holyoke. Meets 1st and 3d Sundays in each month at 1:30 p. m. in Harnagian Hall, cor. Main and State str.
- Pensacola Div. No. 199, Pensacola, Fla. C. C.**, R. F. Jones; Sec. and Treas., C. E. Cole, box 733. Meets 1st and 3d Saturdays in each month, at 20:00 in Odd Fellows' Hall.
- Bradford Div. No. 200, Bradford, Pa. C. C.**, E. H. Nash; Sec. and Treas., W. T. Bogart, 33 Jefferson st. Meets 1st and 3d Sundays in each month at 14:00 Cor. Main and Webster sts.
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- Howe Div. No. 203, Truro, N. S. C. C.**, J. Craigie, Sec., H. D. Archibald, box 418.
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- Palmetto Div. No. 208, Charleston, S. C. C. C.**, Wm. A. Bradley, 128 Cannon st.; Sec., T. H. Symes, 57 Hanover st. Meets 1st and 3d Friday in each month at 12:00 m.
- Pocatello Div. No. 209, Pocatello, Idaho. C. C.**, J. E. McCarthy, lock box 22; Sec., W. B. Green.
- Stonewall Jackson Div. No. 210, Lovely Mount, Va. C. C.**, F. M. Stanley; Sec., J. H. Carner. Meets 2d and 4th Sundays at 13:00.
- Stevens Point Div. No. 211, Stevens Point, Wis. C. C.**, Wm. A. Webster; Sec., C. B. Baker. Meets 2d and 4th Sundays at 14:00.
- Slater Div. No. 212, Slater Mo. C. C.**, T. J. Leech. Sec. and Treas., W. H. Burgum, lock box 54. Meets 1st and 3d Monday in each month at 7:30 p. m. in Masonic Hall.
- Barker Div. No. 213, Michigan City, Ind. C. C.**, Wm. Bouchard; Sec., W. S. Kellv. Meets 2d and 4th Sundays at 15:00 in Ammon hall.
- Bartlett Div. No. 214, Monoton, N. B. C. C.**, Jno. Berry; Sec., Y. C. Campbell, box 279.
- Columbia Div. No. 215, Columbia, S. C. C. C.**, J. J. McManus; S. and T., G. P. Meridith, care C. & G. Ry. Meets in Phoenix Hall, cor. Taylor st.
- Ottumwa Div. No. 216, Ottumwa, Iowa. C. C.**, D. C. Dubois, 320 Birch st.; Sec. and Treas., C. A. Bryan, 320 E. Second st. Meets 2d and 4th Sundays in each month at 1:00 p. m.
- Temple Div. No. 217, Temple, Texas. C. C.**, M. R. Gages; Sec. and Treas., Thomas Carton. Meets every Sunday night in K. of P. Hall, Temple, Texas, at 8:00.
- Savannah Div. No. 218, Savannah, Ga. C. C.**, I. H. Story; Sec. C. F. DeGaffrind, Care C. Ry. office.
- St. John Div. No. 219, St. John, N. B. C. C.**, E. W. Cassidy; S. and T., F. J. McPeake. Meets 2d and 4th Sundays at 2:30 p. m.
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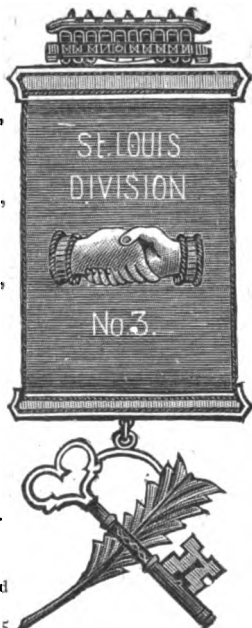
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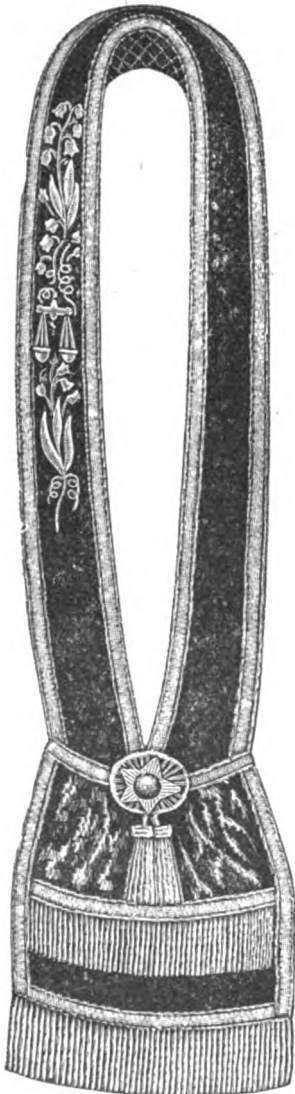
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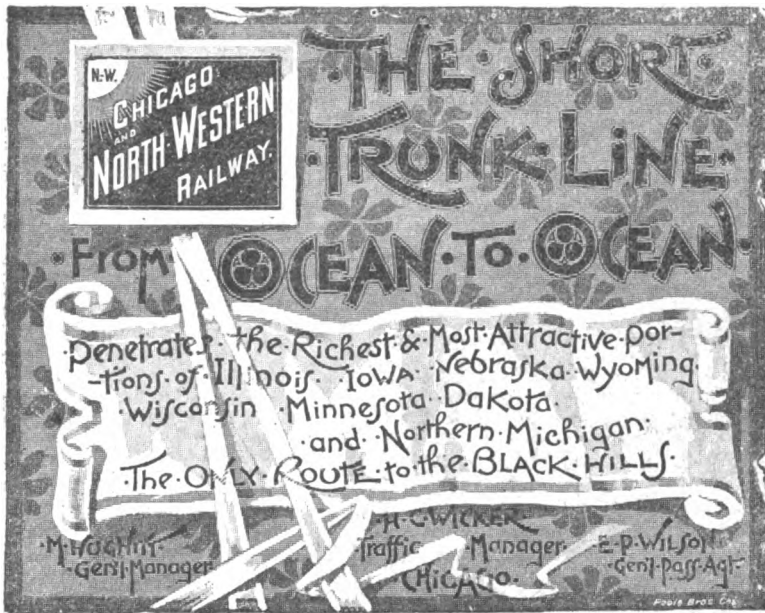
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